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SIXPENCE.

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M. BEAUMONT (LIEUTENANT CONNEAU, OF THE FRENCH NAVY).



THE TWO PRINCIPAL FIGURES IN THE GREAT AIR RACE: VEDRINES AT HARROGATE, STANDING ON HIS MONOPLANE—
AND A PORTRAIT OF BEAUMONT, THE WINNER.

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and address of the sender, as well as with the title of the
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for. The Editor cannot assume responsibility for MSS.,
for Photographs, or for Sketches submitted.

A MACHINE FOR MEASURING MENTAL QUALITIES.

(See Illustrations on Science Page.)

IT is a physiological fact that when the nerve-cells of
the brain are excited by an external stimulus, the
excitement persists for a varying but appreciable period
after the primary stimulus has ceased. If any colour,
for instance, is looked at for a moment, and the eyes are
then turned away, the impression of the colour remains
in the mind for a measurable time, and to this after-effect
on the nerve-cells is due the mental character known to
psychologists and students of human character as
"perseveration." The period varies in different people,
and to a marked degree between the sexes, as has been
shown by an interesting series of experiments carried
out at the Anthropometric Bureau, at Shepherd's
Bush Exhibition, by Mr. John Gray, B.Sc., with a
simple apparatus devised by him by which flashes
of coloured light are thrown in rapid succession into
the eye, and the duration of the resultant impres-
sions recorded.

The apparatus (an illustration of which is given on
another page) consists of a revolving mirror with hori-
zontal axis, which can be rotated at any speed, the
speed being recorded by an indicator. The mirror as it
revolves reflects red and blue light (admitted into the
box from two "windows" above and below, each with
an electric glow-lamp outside it) in rapid succession
into the eye of the person being tested, and the
duration of the sensation of each colour is recorded
mechanically by means of the speed-indicator. "If the
duration of this persistence," says Mr. Gray, "is equal
to the time-interval between two successive impulses
from the revolving mirror, the colour will appear to be
continuous. But if the persistence is less than the time-
interval, the colour will appear to flicker. . . . The
persistence of colour-sensation in the person being tested is
inversely proportional to the critical speed." The
average perseverance of women, he finds, is significantly
less than that of men. People subject to any acute mania
of any kind show an extremely low perseverance
capacity, and, conversely, people subject to melancholia,
show extremely high perseverance capacity. Next to
these come people of "one idea," such as anti-vaccina-
tors and vegetarian enthusiasts.

STRANGE PARTNERSHIPS IN NATURE: THE ACACIA AND THE ANT.

(See Illustrations on Science Page.)

THERE are few more interesting chapters in the
book of Nature than the story of those strange
alliances between certain plants and insects.

One of the most extraordinary cases in point is the
alliance which has been entered into between an ant
(*Pseudo-myrmica bicolor*) and a Central American acacia
(*A. sphaerocarpa*). This tree grows in districts where
leaf-cutter ants abound, and where the ravages of these
insects are so terrible that large areas may be almost
denuded of foliage in a few hours. Now the acacias act
to a considerable extent as host plants to the harmless
species which has been mentioned in connection with the
tree. These little creatures make a small entrance-hole
into the thorns of the acacia, and carefully hollow out
the soft interior, which, as it happens, is very good
food - material for the ants. In these little homes
the insects live and rear their young, and in the
wet season an observer has stated that he found every
thorn on the acacias inhabited, whilst hundreds of
the ants were running about over the foliage of the
plant. The acacia goes even further than this, and at
the end of some of its leaves produces small yellowish
masses, which have been called "food-bodies."

In this way the acacia enlists in its service a
standing army that will always fight with an enthusiasm
which the defence of a home always inspires. Browsing
animals are attacked with great vigour by the resident
ants, but the most dangerous enemy of the tree is the
leaf-cutting species previously mentioned. Almost always
the marauders are repulsed, and the tree escapes without
injury. Just occasionally acacias have been found with-
out the bodyguard of ants, and it is always seen that
these suffer severely from the foraging insects. It is only
during the wet season, when the trees are making their
new foliage, that all these provisions are made for the
ants. As soon as the rains cease, the food-bodies
disappear and the sweet-glands dry up.

It is now believed that these alliances between insects
and plants are a good deal more common than was
supposed a few years ago. A Soudan acacia (*A. fistula*)
entertains ants in its specially swollen thorns. Only last
year, too, the authorities at Kew discovered an orchid
which has holes in its pseudo-bulbs for the accommoda-
tion of ants. This orchid is a Central American one
known as *Schomburgkia tibicinis*.

THE PLAYHOUSES.

"SALLY BISHOP," AT THE PRINCE OF WALES'S.

THE latest novelist to turn playwright is Mr. Temple
Thurston, and he may be said to have started his
new career under fair auspices, for his adaptation of
his popular story, "Sally Bishop," met last Tuesday
night with a more than favourable reception. His
reckless little heroine, who causes by her jealousy and
indiscretion such trouble to John Traill (the busy
man of affairs who has shared with her his home)
and is even ready to make away with herself be-
cause she cannot propitiate his anger, won a host
of friends at the Prince of Wales's, so engaging and
appealing a creature was she made, thanks to the
author's portraiture, on the one hand, and the charm
and naturalness of Miss Daisy Markham's acting,
on the other. The young actress brought out very
prettily Sally's ingenueness and romantic temper. An
almost equally favourite character with the audience
was the sharp-tongued and eccentric woman-artist,
Janet Hallard, who proves so staunch a friend to
Sally; and here again Mr. Thurston's interpreter served

him splendidly; Miss Agnes Thomas lends the part
a very striking individuality and a very genial humour.
The success with which the playwright has transferred
Sally and her champion from his novel to the stage
atones for the artificiality of his fine ladies and the
rather monotonous stiffness of his presentation of John
Traill, a hero whom Mr. Dennis Eadie's laborious art
renders rather too grimly serious.

PARLIAMENT.

THE final stage in the exciting history of the Parlia-
ment Bill has been marked by one of the most
disorderly scenes which have ever been witnessed in the
House of Commons. The measure left the House of
Lords on Thursday, the 20th, with the amendments of
the Unionists, which the Government had refused to
accept, and while the Marquess of Lansdowne had declared
that they would not recede from these amendments in
substance so long as they remained free agents, the
veteran Lord Halsbury stated that he would take a
division if an attempt were made subsequently to force
the Bill through Parliament without the proposed safe-
guards. A letter written the same evening by Mr.
Asquith to Mr. Balfour showed that the Unionist Lords
were no longer free agents, for the Government in-
tended to carry the Bill substantially in the form in
which it left the House of Commons by the use
of the prerogative of the Crown. At a meeting at
Lansdowne House, there was a difference of opinion
among Unionists as to whether they should continue
their resistance until new peers had been created,
but there was a unanimous feeling of passionate
resentment against the course taken by the Prime
Minister. This feeling was displayed in the House of
Commons on Monday. Mr. Asquith was greeted by
many Unionists with cries of "Traitor," and he was
prevented, by disorderly and unmannerly interruptions,
from delivering the speech which he had prepared in
justification of the advice that he was to give to the
Crown. For nearly forty minutes he continued his effort;
but the interruptions were persistent. Lord Hugh Cecil,
seated at his usual corner on the front bench below
the gangway, took a leading part in the demonstra-
tion. The Speaker appealed more than half-a-dozen
times to members of the Opposition to observe "the
ordinary rules of courtesy," and "the ordinary decencies
and decorum of debate," but by a considerable number
his remonstrances were disregarded. "Traitor!" was a
frequent cry; "Let Redmond speak; we will hear the
dictator," shouted several Unionists; "Write another
letter," exclaimed others; and many epithets were flung
across at Mr. Asquith as he stood sternly facing the
Opposition. He obtained a partial hearing for only a
very short passage of his speech, and sent the notes of
it to the Press. Mr. Balfour, to whom the Minis-
terialists listened courteously, expressed regret that the
Prime Minister had not been heard. In vigorous and
vehement language, however, he denounced him for
resorting to the creation of peers. He said Mr.
Asquith had practically put the Crown under com-
pulsion, and had set himself up as an absolute dictator.
Sir Edward Grey, in a few impressive sentences,
expressed the indignation of Mr. Asquith's colleagues at
the treatment he had received and bore testimony to
the loyalty of his followers. When Mr. F. E. Smith
rose to continue the debate a storm of interruptions broke
out on the Liberal side, and as the disorder continued
without any prospect of his being heard, the Speaker
adjourned the House on the ground that the circum-
stances were those of grave disorder.

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By G. K. CHESTERTON.

I WONDER where this profound modern conviction arose that our descendants are all going to be off their heads. We were used to the notion that the human race would some day be tipped into the sun, to the New Deluge theory that men would all be drowned, and to the Calvinist theory that they would most of them be damned. But where did our sociological reasoners and romancers get this idea that they will all be cracked? For no other phrase will fit the predictions that are very common in essays and novels just now. The study of natural history in its simplest form might presumably lead us to suppose that our sons and daughters will be men and women, and not sphinxes and minotaurs; and that men and women will be interested in the usual things—chiefly in each other. Sex, self-defence, the peril of childbed, the peril of battle, will always dwarf everything else. Births, deaths, and marriages will always be on the front page. Special conveniences, striking inventions will grow till they have fitted into the framework of these gigantic things, and then they will stop growing. But to hear the social prophets talk, one would think these inventions and conveniences would grow vaster and vaster in a sort of void, and would swallow up everything, including the humanity that made them.

For instance, I heard the other day a quite sober and scientific lecture about Aviation. The lecturer said calmly, in a kind of parenthesis, that one could not actually fix the period when flying would be the ordinary mode of daily movement; but it was pretty certain to come. Now this is just as if, when railways were invented, some railway director had written that we should all end by dining and sleeping all our lives in the train, but he could not as yet make public the date when the new arrangement would begin. Obviously, the aeroplane will increase till it fills a particular place in civilisation, as the railway-train has increased; then it will stop, as the railway-train has stopped. If an early railway speculator had prophesied that railways would become a million times more general and necessary than most people supposed, he would have been right. But if he had prophesied that these moving houses would soon be the only houses left, he would have been in error. If he had said that St. Paul's Cathedral and the General Post Office would some day go by on wheels with a piston-rod, he would have been under a misapprehension. Steam has had its epoch of wealth and power, about as long as it is likely to have it. And strangely enough, there are still dining-rooms that are not dining-cars, and bedrooms (I am glad to say) that are not *wagons de lit*. If the first projector of automobiles had said that they would not always be confined to projectors, nor even exclusively to the very rich, he would have been right. But if he had said that by 1911 every man would motor downstairs to breakfast in the morning and motor upstairs to bed at night, motor round the library to choose a book, and motor across the drawing-room to ring a bell, then it would be possible by this time to detect in his prediction a faint trace of exaggeration. And in the same way, of course, a man who says that aviation will become much more important than it is, is probably right. But a man who says that it will become a normal human habit is not only mad

himself, but evidently believes that he can bequeath his mental malady to his descendants.

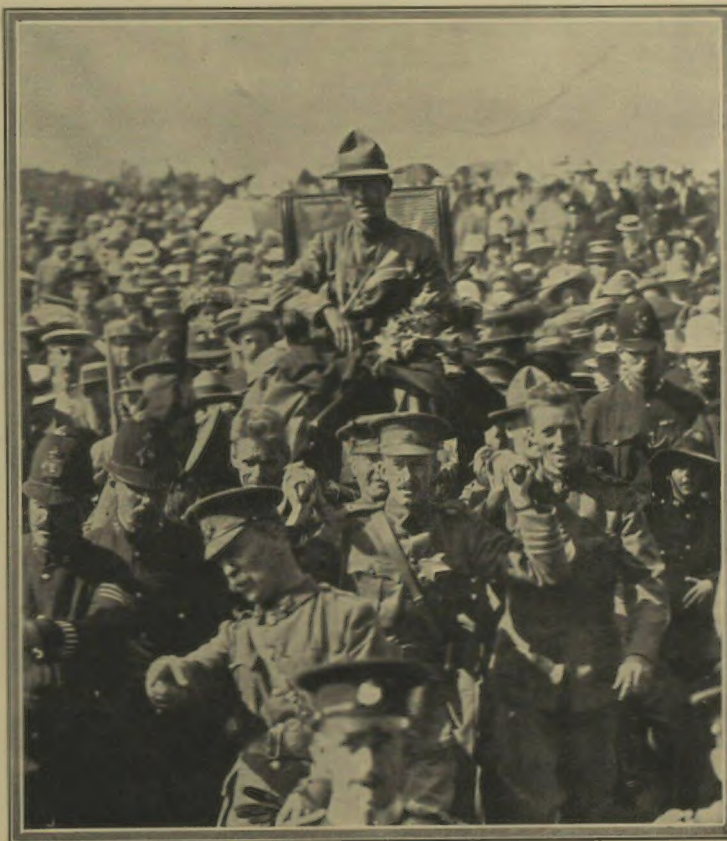
One marked character in the madman is this mentioning of the most preposterous things, in passing, in a parenthesis. If a piece of writing is wild and raving from the first page to the last, it is not a sign of insanity. Nay, it may even be a sign of sanity. It may be the top point of some howling hilarity that comes out of pure health: there are many pages by very sane writers, from Rabelais to Dickens, that are of this type. But when a man writes ten mild pages and one monstrous thing in brackets, then I think there is a strange spot on his brain, and it might

quaintness of one assertion. Or if a geographer were to write, "England is bounded on the east by the German Ocean, on the north by Scotland, on the west by St. George's Channel and Ireland (where the people are unfit for self-government), and on the south by the English Channel and France"—then we should all feel that the writer was mad, though, perhaps, only mad on one point.

I am always coming across, in the most cultured quarters, in the most careful writings, this odd element of what I may call the crazy casual allusion. A man will, as it were, introduce a twelve-headed ostrich among the simplest birds of our hedgerows.

He will take a whale walking on the legs of an elephant, and he will take it quite lightly. And in no department is this more quietly startling than in that department of discussions about the future of which I spoke above. It was right in the thick of thoroughly prosaic details about head resistances and gliding angles, landing chassis and *volplané*, that my aviating lecturer spoke as if he expected people to fly out of their bedroom windows and flutter down into their garden-parties. To take another case. I read recently a very just and clear-headed article about the philosophy of some German, applauding him on this point, differing from him on that. Suddenly, and quite placidly, appeared a paragraph in which the critic said (with a sort of gratified blush) that the German Professor seemed almost to suggest a view which he (the critic) had long held. And what was this view? Ah, what indeed! It was that all mankind will soon turn into one enormous animal, each individual having no more conscious life than the corpuscles in the blood. It was, really. Now, why should anybody's rational hope and curiosity about the human future be distorted and blackened by such brainless nightmares? This one, for instance, has no sort of scientific basis that I can conceive; it is as absurdly impossible as it is abominably undesirable. Why should the poor gentleman anticipate that we shall all melt into one organic being any more than that our legs will drop off and dance down the street on their own account? Long before I went in for this appalling form of Imperialism, by which we should all become, not merely one people, but one person—long before I yielded to that bestial enslavement, I should be inclined to agitate for "Liberty for Legs" and "Home Rule for Noses." But before that, in turn, I should enter a humble and hesitating suggestion that the young of the human species may possibly grow up human, and bear such a general resemblance to their ancestors as we do to ours. It is already our experience that when educationists have done their worst, boys will be boys; it is not beyond the range of speculation that when the sociologists have done their worst, men will still be men.

It is very important for the purposes of practical reform that these fantastic pictures of futurity should be painted out as quickly as possible. We have real tyrannies to fight, tyrannies that have quietly increased through decades and centuries; and we cannot afford, while we are still oppressed by the past, to be also depressed by the future.



THE MAPLE-LEAF FOR EVER!—THE CANADIAN WINNER OF THE KING'S PRIZE. PRIVATE CLIFFORD, CHAIRED AT BISLEY WITH A BRANCH OF MAPLE IN HIS HAND.

There was great enthusiasm at Bisley last Saturday over the winning of the King's Prize by Private W. J. Clifford, of the 12th Royal Grenadiers, Toronto, a Canadian victory being especially popular, no doubt, in view of the recent visit to this country of a regiment from the Dominion. The prize consists of £250, with the N.R.A. Gold Medal and Gold Badge. Lord Kitchener, who saw the final shots fired, was among the first to congratulate the winner, who was, as usual, chaired and carried in triumph round the camp. A branch of maple was handed to him, and he may be seen carrying it in the photograph. In front of him marched the Regulars' band, playing "The Maple Leaf," the Canadian National Anthem, and "See the Conquering Hero Comes," while heavy cheers rose all around. Congratulatory telegrams were received later from Toronto, Ottawa, Montreal, and Quebec. Private Clifford, who is thirty-four, also won the Prince of Wales's Prize last week, and two years ago won the grand aggregate in Canada. This is his second year at Bisley.

be humane to communicate with his family. Anyone might write anything in high spirits; and most probably if it were all impossible it would all be true. But if I wrote some ordinary information, as "Beaconsfield is a town in South Bucks, with four chief streets called 'ends,' one pointing to Windsor, one to Wycombe, one to Aylesbury (where I ate ninety negroes), and one to London"—then I think the parenthesis would stand out with some special improbability from the rest of the narrative. Or if a historian wrote, "In the year 1649 Charles I. was tried before a special court presided over by Bradshaw (whose mother was a walrus), and executed at Whitehall"—once more the accuracy of the rest would but accentuate the

PROBABLY THE FIRST TIME A SPEAKER HAS HAD TO ADJOURN THE HOUSE WITHOUT QUESTION PUT, OWING TO GRAVE DISORDER:

THE MOST VIOLENT SCENE IN THE COMMONS WITHIN LIVING MEMORY.



"WE SHALL BE COMPELLED TO INVOKE THE PREROGATIVE OF THE CROWN": MR. ASQUITH'S ATTEMPT TO STATE HIS ULTIMATUM TO THE HOUSE OF LORDS AMID A TORNADO OF HOSTILE UNIONIST SHOUTS.

The uproar in the House of Commons on Monday last, when Mr. Asquith endeavoured to make his statement of policy with regard to the Parliament Bill, will go down to history as one of the most violent scenes that have ever occurred in our national assembly. Never before, probably, has any Speaker found it necessary to have recourse to the rule in the Standing Orders which empowers him to adjourn the House, without putting the question, on account of grave disorder. It will be remembered that the Prime Minister stood at the table for about forty minutes making vain efforts to deliver his speech, while a section of the Unionist party

kept up a continual fire of hostile shouts. Finally, Mr. Asquith, recognising that further perseverance was useless, threw down his notes, and made a supreme effort to make his voice heard. "I am not going to degrade myself," he cried, "by addressing an Opposition which is obviously determined not to listen to me. A situation has been created which admits only of one Constitutional course, and unless the House of Lords will consent to restore the Bill to its original form, with, if they like, reasonable amendments consistent with its principles and purpose, we shall be compelled to invoke the prerogative of the Crown."

DRAWN BY OUR SPECIAL ARTIST, S. REGG.

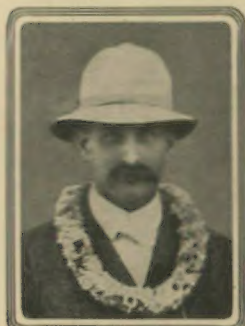


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A Director of the Canadian Pacific
Railway.

and at the head of many other important commercial undertakings. An ardent Imperialist and Tariff Reformer, his influence and assistance will be missed in Canadian political circles.

Mr. Cecil Bisschopp Harmsworth, who with a majority of 613 kept the seat for his party last week at the bye-election in the Luton Division of Bedfordshire, is forty-two years of age, a brother of Lord Northcliffe, a barrister of the Middle Temple, and joint-editor of the *New Liberal Review*. He first sought Parliamentary honours in 1901, when he unsuccessfully contested Droitwich. In the following year he again lost in North-East Lanarkshire. Droitwich, however, returned him in 1906, and he sat for the borough till last year.

Mr. R. D. Ashe, of the Indian Civil Service, was an officer of the Imperial Government in



THE LATE MR. R. D. ASHE, I.C.S.,
Who was Murdered by a Brahmin
in India.

plotters elsewhere, the organisers of Indian sedition, and as part of the widespread conspiracy against which the Indian Executive has had to take repressive measures of exceptional severity.

Last week the European Governments interested in the Middle East were startled by the news from Teheran that the ex-Shah had landed in Persia near Astrabad, on the Caspian, among certain Turcoman tribes with whom his supporters have for some time been carrying on intrigues. Shah Mahomed Ali Mirza was deposed by the Persian National Council in June 1909 for misrule and banished, his eleven-year-old son, Ahmed Mirza, being chosen his successor. The ex-Shah was allowed to live in South Russia, whence he kept up correspondence with his

PORTRAITS AND PERSONAL NOTES.

ONE of Canada's best and most valued sons, and a notable industrial leader, was Mr. Robert Meighen, of Montreal, whose death is announced. He was President of the Lake of the Woods Milling Company of Montreal, an association that owns the largest flour-mill in the British Empire; a director of the Canadian Pacific Railway;



MR. CECIL B. HARMSWORTH.
The Newly Elected Liberal M.P.
for Luton.

Persian adherents in the intervals of visits to Vienna and other European capitals. His movements have for some time been very mysterious, and he was constantly absent in unaccountable,



MOHAMMED ALI MIRZA, THE EXILED SHAH.
Who has Landed in Persia Disguised by a Beard.

or, at least, unexplained circumstances from Odessa, in which city he had established himself. Only a fortnight ago, indeed, he was understood to



SIR W. WILLCOCKS, K.C.M.G.,
Advisor to the Ministry of Public
Works, Constantinople—Resigned.

Foreign Office were expecting to hear of his return to Odessa—instead of which he made his appearance across the Caspian, near Astrabad.

Sir William Willcocks has had charge of very successful State irrigation works in Mesopotamia, with headquarters at Baghdad, for a number of years. Last week he left Constantinople for England. He states that a current rumour to the effect that he is leaving the service of the Turkish Government (under whom he held the post of Adviser for Irrigation) because of a disagreement is untrue. The officials have invariably, he says, shown him every attention and courtesy, and the reason of his resignation is the state of his health. Sir William is the son of the late Captain William Willcocks, of the East India Company's Service, and was born in 1852, and educated at the Indian Engineering College at Roorkee. He was formerly Director-General of Reservoirs in Egypt, and projected and designed the great Assouan Dam and Assiout Barrage. He received the C.M.G. in 1898, and was promoted K.C.M.G. in 1902.

Sir Percy Bunting came of an old Wesleyan family, being the grandson of a famous Nonconformist divine, the Rev. Jabez Bunting—"the second founder of Methodism," as he was called for his part in converting the Wesleyans from a society into a



DR. JULIUS SYLVESTER,
Who has been appointed President of
the Austrian House of Deputies.

the movement that led to the founding of the West London Mission, of which he was treasurer, and in 1902 he became editor of the *Methodist Times*, in succession to the Rev. Hugh Price-Hughes.

One of the most observed of the higher State officials present on the occasion of the ceremonious opening of the Reichsrath in Vienna by the aged Emperor of Austria in person was the distinguished Austrian publicist, Dr. Julius Sylvester, who has just been appointed to fill the high and responsible post of President of the Austrian House of Deputies or Representatives. From his distinguished record in the past, a notable term of office is anticipated for Dr. Sylvester by his admirers and supporters and numerous friends within and without the Austrian Empire.



THE CHURCH MILITANT AT BISLEY: THE CLERGY TEAM WHICH
DEFEATED THE LAWYERS AND DOCTORS.

At the Bisley meeting, an interesting match was that between teams drawn from clergymen who mostly formerly, while at college, had shot for the Humphreys Prize and other inter-University trophies. They won the match against representative teams from the medical and legal professions, and were captained by the Bishop of Singapore, Dr. F. J. Ferguson-Davis, D.D. (shown in our illustration seated second from the right, who made the best score for his team: 46 points in a possible 60).

be at Marienbad, and said to be identified with a mysterious personage in the town, at that time, staying there under the name of Khalil. The Russian



PARLIAMENTARY SHARPSHOOTERS: THE LORDS TEAM AT BISLEY.

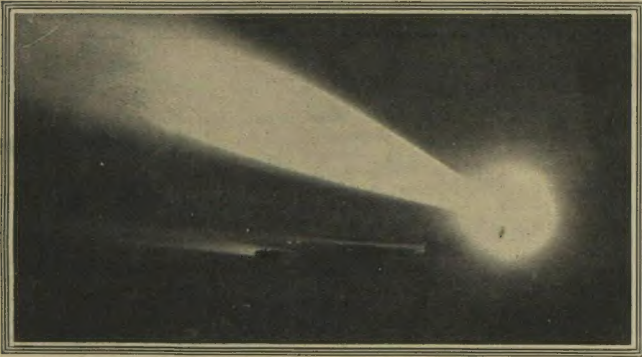
Owing, it was considered, to a large degree to the absence of their two best marksmen, the Duke of Wellington and Lord Lovat, the House of Lords team for the Viceroy's Cup at Bisley this year suffered defeat—an unusual occurrence. Reading from left to right are: (sitting) Lord Chelmsford, Earl Winterton, Lord Lock; (standing) Viscount Hood, the Earl of Liverpool, Lord Sempill, Earl Stanhope, Lord Newburghme.



PARLIAMENTARY SHARPSHOOTERS: THE COMMONS TEAM AT BISLEY (WINNERS).

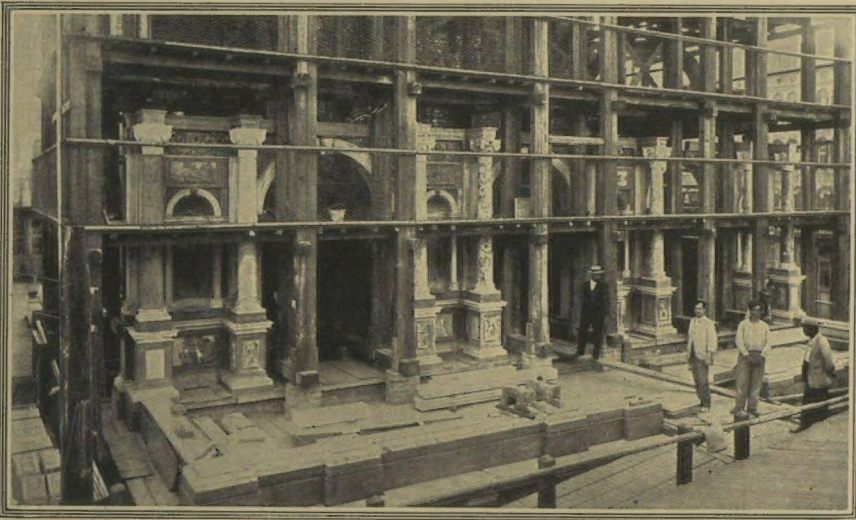
The House of Commons team won the Lords and Commons annual match at Bisley this year, scoring 450 points to 418. Reading from left to right are: (sitting) Mr. V. Fleming, Mr. Philip Foster, Captain J. L. Courthorne, Major Morrison-Bell, Captain Percy Clive, Mr. Fowland Hunt; (standing) Captain E. F. Morrison-Bell, Captain G. Tress; (seated on the ground—did not shoot) Colonel Sandeman, Colonel Cowan, Captain Mayne.

FROM THE WORLD'S SCRAP-BOOK.



A TERROR TO DESTROYERS: SEARCHLIGHTS ALONG THE BEACH AT SOUTHSEA, TO GIVE WARNING OF TORPEDO ATTACKS ON FORTSMOUTH.

Among the naval defences of Portsmouth are a number of searchlights along the beach of its suburb, Southsea, which are intended to discover the approach of any hostile force, and more particularly of torpedo-boat destroyers. As our photographs show, they flash extremely powerful rays across the water, through which no destroyer could penetrate without detection.



AFTER NINE YEARS: THE LOGGIETTA AT VENICE BEING REBUILT TO REPLACE DAMAGE DONE BY THE FALLEN CAMPANILE OF ST. MARK.

TO REPLACE THE FALLEN CAMPANILE, THE PRESENT STATE OF THE GREAT TOWER AS RECONSTRUCTED.

Satisfactory progress, if slow, is being made in the work of construction of the new Campanile, or Bell Tower, on the Piazza of St. Mark, Venice, which is to replace the famous and historic Campanile of St. Mark of the days of the Doges, the fall of which nine years ago resounded throughout the world in the lamentations of all by whom Venice and her memories and traditions were held dear. The new structure, if, in outward appearance, durable enough and imposing and massive in its proportions, would not seem quite to accord with the graceful symmetry of the vanished masterpiece, the historic Campanile, on the site of whose foundations it is now by degrees being reared on high.



1. IN THE WAKE OF THE GREAT FOREST FIRE; MAIN STREET, SOUTH PORCUPINE, AFTER THE CONFLAGRATION.
3. DRIVEN BY A MILE-A-MINUTE GALE: THE GREAT FOREST FIRE AT ITS HEIGHT.

2. WHERE PEOPLE STOOD FOR HOURS UP TO THEIR NECKS IN THE WATER TO ESCAPE THE FLAMES: THE SHORES OF EDWARD LAKE AFTER THE FIRE.
4. SCORCHING UP ALL BUT THE WATER: THE FIRE RAGING ROUND THE SHORES OF LAKE PORCUPINE.

WORSE THAN DANTE'S INFERNO: SCENES OF THE GREAT FOREST FIRE IN CANADA.

In our last Issue we gave some photographs of the places devastated by the great forest fire which completely wiped out a number of thriving townships and mining settlements in Ontario, as they appeared before the disaster. We are now able to give some photographs which show the same scenes as they appeared both during and after the conflagration. Those who went through these awful scenes have described them as worse than the Inferno of Dante's lurid imagination. A fierce gale, running at sixty miles an hour, swept the flames onward. Its violence may be guessed from the fact that a canoe (shown on the left of Photograph No. 2) was blown from the surface of the lake and smashed against a tree. The men in the photograph are officials employed to make a Government report.

DIFFICULT TARGETS: BATTLE-SHIPS IN A HEAVY SEA.

PHOTOGRAPHS BY UNDERWOOD AND UNDERWOOD.



1. ARE LATTICE-MASTS MORE CONSPICUOUS THAN OTHERS IN A HEAVY SEA? A UNITED STATES BATTLE-SHIP IN THE DISTANCE.

3. NOT AFFECTED BY THE CONCUSSION OF GREAT GUNS, THE UNITED STATES

These remarkable photographs of United States battle-ships, taken during the recent "war game" in preparation for the naval manoeuvres, illustrate the great difficulty that is experienced in aiming at an enemy's ship in a rough sea, for the intervening wave-crests completely hide the hull from view, and leave only the tops of the masts just showing to an enemy's gun-layers to indicate the whereabouts of the vessel. The difficulty of getting the exact range is also enormously increased. This being so, the question arises whether the lattice-masts adopted in the United States Navy are not a disadvantage as being more conspicuous than the ordinary masts, at any rate in bright daylight against a clear background. On the

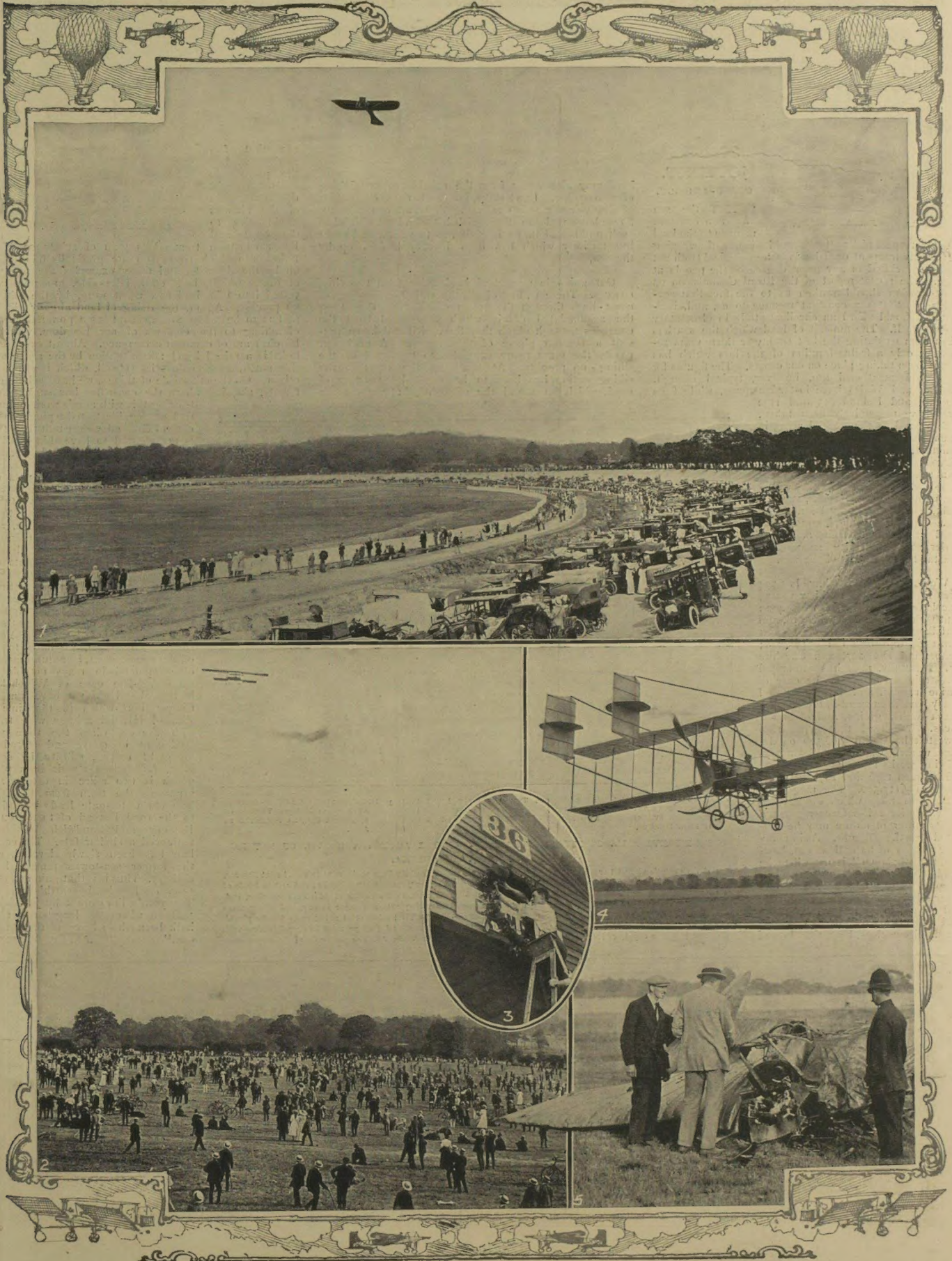
2. THE HULL OFTEN INVISIBLE IN A HEAVY SEA: THE UNITED STATES BATTLE-SHIPS "RHODE ISLAND," "NEBRASKA," AND "GEORGIA," OFF CAPE HATTERAS.

BATTLE-SHIP "NEW HAMPSHIRE" FIRING A BROADSIDE FROM HER PORT BATTERIES.

other hand, on a grey or cloudy day the skeleton outline is often hardly visible—as a spider's web against the background of a dusty hedgerow. The United States battle-ship "New Hampshire," completed in 1908, has a normal displacement of 16,000 tons, and is of the pre-Dreadnought type. She mounts, for main armament only, four 12-inch guns—with, as secondary, shorter-range armament, eight 8-inch, twelve 7-inch, and twenty 3-inch guns. The three battle-ships seen in Photograph No. 2—the "Georgia," "Nebraska," and "Rhode Island"—belong to the "New Jersey" class, having a normal displacement of 14,948 tons. They rank in fighting value after our own "King Edwards," with which class they are practically contemporary.

ROUND GREAT BRITAIN BY AEROPLANE: THE £10,000 RACE.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU (4) AND L.N.A. (1).



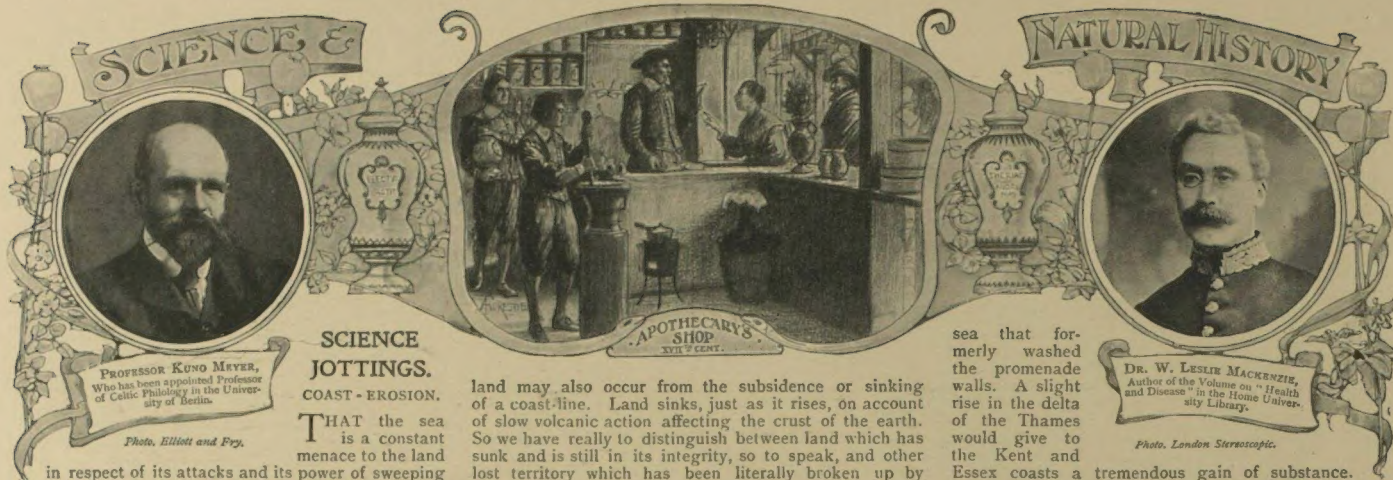
1. THE FIRST ENGLISHMAN TO LEAVE BROOKLANDS: ASTLEY STARTING ON HIS BIRDLING MONOPLANE.
2. AT THE FIRST STAGE: PIXTON ARRIVING AT HENDON ON HIS BRISTOL BIPLANE.

3. NOT EXACTLY IN LOVING MEMORY OF THE ROYAL AERO CLUB: NAILING A WREATH OF CRAPE TO GRAHAM GILMOUR'S SHED, AS A SIGN OF HIS SUSPENSION.

4. "CODY IN HIS CATHEDRAL": CODY AND HIS CODY BIPLANE ARRIVING AT HENDON.
5. A NARROW ESCAPE FROM DEATH: THE WRECK OF KEMP'S AVRO BIPLANE.

The great air race, organised by the "Daily Mail," over a circuit in Great Britain of more than 1010 miles, opened at Brooklands at four o'clock last Saturday afternoon, and the first stage to Hendon was successfully achieved by seventeen out of the nineteen competitors who started. The best time was that of Vedrines (also the first to reach Edinburgh) on a Morane monoplane: 19 min. 48 sec. Beaumont, the winner of the European circuit, started first of all, and then Astley, the first Englishman to go up, as is shown in our photograph. Ronald

Kemp, before the start, was piloting his Avro biplane, and sailing about fifty feet up, when the left wing seemed to buckle, and the machine swooped down, crumpling up and smashing itself badly; but the aviator happily emerged unhurt from the tangled wreckage. Mr. Graham Gilmour was on the ground at Brooklands with his Bristol biplane, but in consequence of the prohibition of the Royal Aero Club did not go to the starting-line. Cody reached Hendon in 23 min. 18 sec.; Pixton, in 27 min. 9 sec.



PROFESSOR KUNO MEYER, Who has been appointed Professor of Celtic Philology in the University of Berlin.

in respect of its attacks and its power of sweeping away tracts of four islands is a geological truth not appreciated in any great degree by the people at large. The recent report of the Royal Commission on Coast-Erosion should awaken us to the fact that sea-action constitutes a constant menace to us, and, incidentally, should afford an excellent study in elementary geology itself. The amount of land which the sea has taken from us during the last twenty or thirty years represents only a feeble fraction of the loss which has always been taking place on our coasts. The figures for the period mentioned are, however, typical enough. England and Wales have lost 4692 acres, while from Scotland and Ireland 815 and 1132 acres have respectively been taken. With regard to the special areas in which sea-waste has been most predominant, the East Coast stands conspicuous. This feature is explicable by a reference to the nature of the coast-line. The attack is most effective, naturally, on soft rocks, such as chalk, sandstone, gravels, and the like. On the other hand, strata composed of granite, basalt, and other harder materials more successfully withstand the artillery of the sea.

We find Yorkshire to have lost 774 acres in from twenty to thirty years; Lincolnshire has parted with 400; Kent with 526; Suffolk with 518, and Norfolk with 339. On the west coast Lancashire tops the bill with 545 acres; Cumberland lost 227, and Cheshire 104. Naturally, man has attempted to restrain sea-action in the case of marine resorts, and large sums of money have been spent in the erection of sea-walls, groins, and other defences. We read that since 1806 Lowestoft has spent £68,500 on defence works. Clacton's bill for sea-resisting works amounts to £48,000; and between 1876 and 1896 Brighton expended £117,500. The magnitude of the operations which we have to undertake for self-defence against a mighty power of nature may be estimated from these figures. As in many other phases of natural affairs, however, the "balance" is not all to be found on or debited to one side. Happily, there are compensations to be recorded here in actual gains to the land which, in their way, represent solid and lasting territory. We have to remind ourselves, here, that loss of

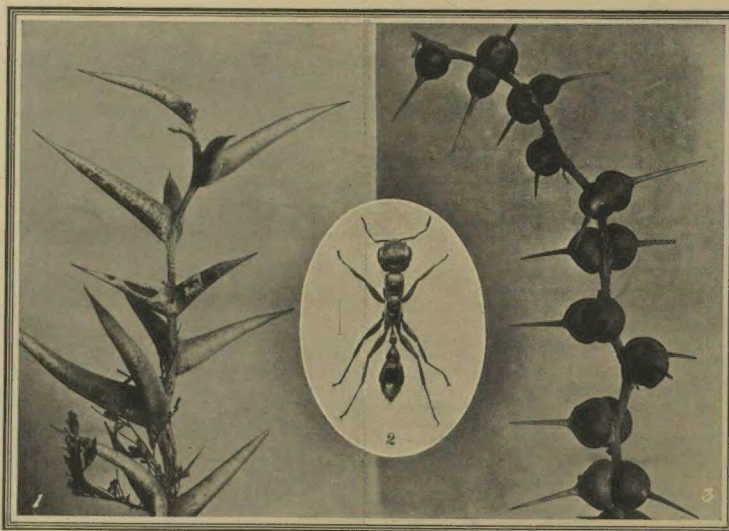
land may also occur from the subsidence or sinking of a coast-line. Land sinks, just as it rises, on account of slow volcanic action affecting the crust of the earth. So we have really to distinguish between land which has sunk and is still in its integrity, so to speak, and other lost territory which has been literally broken up by the sea.

Our gains in respect of land arise from two chief sources. There is, first of all, the silting or filling-up of coast-lines through the action of rivers in depositing the accumulated debris which they steal from the countries through which they flow. River deltas represent a familiar phase of this action. Around our coasts there are many examples to be found of the silting-up process. At Southport the effect of the silting action has been to lay down huge areas of sand, which have had the effect of shutting out the

sea that formerly washed the promenade walls. A slight rise in the delta of the Thames would give to the Kent and Essex coasts a tremendous gain of substance. Lakes into which rivers run are gradually filled up by the deposits, and many examples are to hand of towns which, built on a lake-side, are now converted into inland places, as it were, by the silting-up process. Again, the rising of land already alluded to has to be taken into account as a powerful means of adding to the confines of our kingdom. Raised beaches are of common occurrence. Almost every golf-links is a raised beach; its situation by the sea proves this much, as also does its subsoil, which is of marine origin. On the other side of things, we have submerged forests, showing where the coast-line has sunk. Contrasting this with man's work in land-reclamation, illustrated typically in the case of Holland, we see that the ocean is not allowed to have things all its own way in the work of destruction.

The recent Commission puts our gains of land in England and Wales during the last twenty to thirty years at 35,444 acres; Scotland has gained 4704 acres, and Ireland, 7853. There is therefore no reason to magnify our losses, for even in soft-strata districts our defence works, as we have seen, arrest the sea's invasion. Sometimes our gain from the rising of land is of very substantial kind. Against the destruction of immense tracts on the coasts of Kent and Yorkshire, for example, we have to set off the acquirement, by natural means, of solid land in many notable instances. The case of Winchelsea is typical. Here we have an old Cinque Port which in the time of Edward III. did a huge wine trade with France, when the wine was landed at its quays and stored in its great cellars, still to be seen. Now, Winchelsea stands in a plain which is two miles in extent, and separates the town from the sea. The old water-gate leads nowadays to the road instead of to the quay. Romney and Sandwich have experienced a similar fate. The coast-line has been slowly elevated, and the former sea-towns remain high and dry. Thus it is that gain compensates for loss in the earth's surface. Tennyson's lines are fully justified—"There where the long street rolls, hath been the silence of the central sea."

ANDREW WILSON.



THE DEFENSIVE ALLIANCE BETWEEN THE ANT AND THE ACACIA: A MARVEL OF NATURAL HISTORY IN CENTRAL AMERICA.

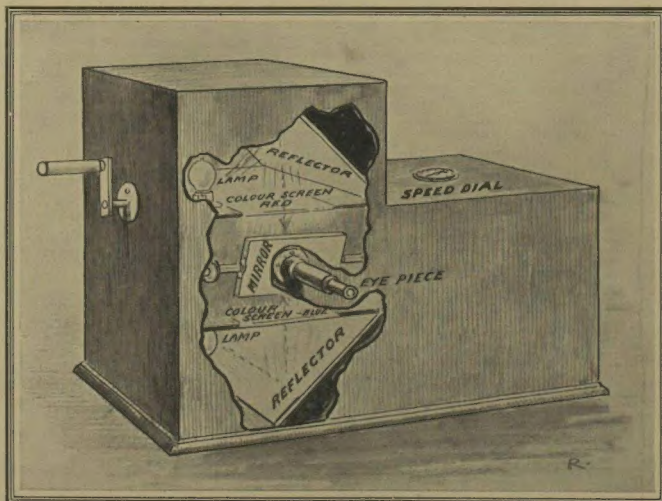
One of the marvels of social organisation among ants, that race which Lord Avebury ranks next to man in intelligence, is the alliance that exists between a species of ants, known to science as *pseudo-myrmica bicolor*, and certain kinds of acacia in Central America. These trees have large "bull's horn" thorns, in the hollow of which the ants live, and, in return for their home, defend the trees from the attacks of leaf-cutting ants and other insects, and also prevent animals from browsing on them. These ants have been described as "a most efficient standing army for the plant." The acacia produces curious little edible substances at the end of its leaves, and thus provides its tiny defenders with a supply of food. (Photographs supplied by S. Leonard Basini. See Article on another Page.)



MEASURING PERSEVERATION BY A MACHINE: THE APPARATUS IN OPERATION.

A British scientist, Mr. John Gray, by whose courtesy we give these illustrations, has invented the above apparatus, which can be seen working at the Coronation Exhibition at the White City, for measuring the mental quality of perseverance by recording the persistence of colour-sensations. "In my apparatus," writes Mr. Gray, "I use a revolving mirror to reflect red and blue light in rapid succession into the eye of the subject. . . all that is necessary is to ascertain from the speed-indicator on the axis of the mirror the exact number of revolutions which the axis is making when the flicker disappears."

See Article Elsewhere.



A SUBSTITUTE FOR EXAMINATIONS: THE APPARATUS FOR MEASURING PERSEVERATION.

"If a colour is exposed to the eye for an instant," writes Mr. Gray, "the impression remains in consciousness for a measurable time. . . To this secondary function of the nerve-cells is due the mental character known to psychologists as perseverance. . . If a simple method of measuring this property could be found we should possess a valuable means of measuring general mental character." According to Mr. Gray, persons with very low perseverance include cynics and punsters; those with very high perseverance include persons with one idea, such as vegetarians and anti-vaccinators.

"UN ENTRETIEN DE TON ASSEZ SEC": A FRANCO-GERMAN "CONVERSATION."

DRAWN BY L. SABATTIER.



M. JULES CAMBON, AMBASSADOR OF FRANCE, AND HERR VON KIDERLEN-WAECHTER, THE GERMAN FOREIGN SECRETARY, DISCUSSING THE EXTRAORDINARY SITUATION BROUGHT ABOUT BY THE AGADIR INCIDENT.

The extraordinary incident of the despatch of a German gunboat to Agadir, and the still more extraordinary report that the German Government intend to claim, as they put it, "compensation" in the form of the cession of a considerable amount of valuable French territory in the French Congo, has brought about a meeting between the French Ambassador at Berlin and the German Foreign Secretary, the first since their amiable meeting at

Kissingen, which was to produce better relations between the two countries. In the French Press it has been stated that at first the interview was of a "ton assez sec," but that it later became much more cordial, the result being, according to an official German communication, that there is no reason for anxiety, as there exists on both sides sincere desire for an understanding upon the points on which the two Governments are at variance.

LITERATURE



MR. ERNEST RAY.

MISS LILIAN ARNOLD.
Whose new story, "A Fool's Jest," has
just been published by
Messrs. John Long.

-LORNA DOONE-

South American Republics. The general public wakes slowly to consciousness that the South American Republics are coming

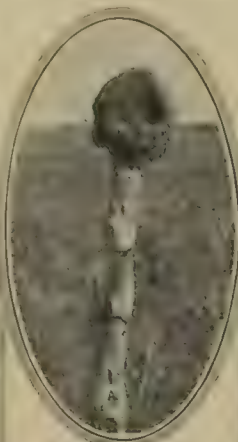
into prominence and are about to play a very big part in the commercial life of Europe. There is a vague knowledge that these republics raise some of the finest cattle in the world, have great and hardly developed mineral wealth, an extravagantly coloured avifauna, and a social life founded upon Spanish or Portuguese traditions. But there is still much to be gathered in the way of detailed and accurate knowledge, and "The South American Series," issued by Mr. Fisher Unwin, is making a little library that cannot be deemed superfluous even in these days when the production of books seems to exceed all reasonable limits or requirements. The sixth volume of this series is devoted to Uruguay, and is from the pen of Mr. W. H. Koebel, who has shown already, in his books on Argentina and Portugal, a very distinct sympathy with the Latin races. Without this sympathy it is in vain that one goes to Spain or Portugal, or, indeed, to any part of South America; for until the temperament is understood the surface faults of Latin countries are a powerful bar to the interest, judgment, and appreciation of the British visitor. Their road to progress is not the one travelled by the Anglo-Saxons, but he must be a bold or an ill-informed critic who will say that it is not as well suited to its wayfarers as is ours to us. Uruguay has a fascinating and romantic early history (to which Mr. Koebel does ample justice), a prosperous present, and a hopeful future. It has absorbed upwards of fifty millions of British capital already, and will probably receive much more in the near future. The development on modern lines of an old, remote, and sunstricken country must needs make for curious contrasts and developments. Mr. Koebel has noted many of these, and though the reviewer could add to the number he refrains from intruding incidents that show the central government in a rather unfavourable light; for, all things considered the author has kept a well-balanced pen and has dealt justice all round. His chapters on industries and natural wealth are of uncommon interest; in dealing with commercial

developments he is well informed and, while avoiding dry details, contrives to satisfy the general reader as well as the man who requires specific information. He makes it clear that Uruguay does not only possess vast national resources,

country of infinite possibilities, and Mr. Koebel's book is one to be read carefully and kept for reference.

The Foundations of the Nineteenth Century. History appeals differently to different minds. The average reader finds its chief interest in the romance of stirring events, the play of personalities, and the picture of social life and manners in various lands and at various periods. This is not the aspect of history shown in the two substantial volumes of Mr. Houston Stewart Chamberlain's work, "The Foundations of the Nineteenth Century" (John Lane), which might rather be described as a colossal essay, setting forth certain theories about the development of human progress. Curiously enough, although the author is an Englishman, his book was originally written in German, and the present edition is a translation. Under the title "Grundlagen des Neunzehnten Jahrhunderts," it has had a great success in Germany. He has also written books in French. As Lord Redesdale mentions in an enthusiastic Introduction, Mr. Chamberlain's education was almost entirely foreign, and he has lived much at Dresden and Vienna. He married a daughter of Wagner, of whom

he has written, also in German, both a biography and a dramatic criticism. The influence of environment may, perhaps, be traced in the present work, which exemplifies the German taste for long and solid treatises. The author's main theory is that "our whole civilisation and culture of to-day is the work of one definite race of men, the Teutonic." He adds that under this designation he includes "the various portions of the one great North European race, whether 'Teutonic' in the narrower Tacitean meaning of the word, or Celts or genuine Slavs." The book illustrates, in places, the difficulty of making history fit into a theory, and of avoiding inconsistencies. Take, for instance, the question of the importance of personality. In one place we read that "it is not individuals, but communities, that make history," and, elsewhere, that genius must be the exception, and that "the actual life of the hero... is the living source of all subsequent developments." As a historical survey it is brilliant and suggestive; it reveals an enormous amount of reading, and its conclusions, even where they provoke disagreement, are presented in a style both readable and stimulating.



A CURIOSITY IN BIRDS' NESTS: THE HOME OF AN "OVEN-BIRD."

The ornero, or "oven-bird," is so called from the curious structure of its mud nest. It is a notable inhabitant of the Campo, together with the mocking-bird, the scissor-bird, with long, divided tail; the window-bird, white with black markings; and the flamingo.

Reproduced from "Uruguay."

URUGUAY.

By W. H. Koebel.

Illustrations Reproduced by the Courtesy of the Publisher, Mr. T. Fisher Unwin.

NATIVE URUGUAYAN WEAPONS: "BOLEADORAS."

"That which might be termed the characteristic native weapon was the boleador, the pair of stone balls attached to ostrich sinews, or to some other contrivance of the kind. These—as remains the case to the present day in other lands—were employed as slings, and, for the purpose of entangling an enemy, were the most dreaded implements of all."

Reproduced from "Uruguay."



OF THE "STONE AGE": ANCIENT NUT-CRACKERS.

"For the purposes of peace, as well as for those of war, the sole materials available... for the fashioning of implements were stone, wood, bone, and clay. Thus the household equipment was wont to be confined to the most primitive types of knives, saws, punches, hammers, axes, mortars, pestles, and roughly baked pottery."

Reproduced from "Uruguay."

but that she husbands them wisely, keeping public expenditure within bounds, giving reasonable security to foreign investors, and ever seeking as far as is possible to keep on friendly terms with powerful and sometimes aggressive neighbours. In brief, Uruguay is a fascinating



"ESTANCIA" LIFE IN URUGUAY: THE CATTLE DIP.

Live-stock forms Uruguay's chief wealth, and English breeds of cattle have been introduced, particularly the Durham and the Hereford. Uruguayan "estancia" life resembles that of Argentina very closely, and there are the same great rodeos, or gatherings of cattle, cattle dips and the ordinary routine of cattle-farm life.

Reproduced from "Uruguay."



THE MARGATE OF URUGUAY: THE BEACH AT PARQUE URBANO.

The bathing resorts of Uruguay are well supplied with open-air restaurants, and there is a fine casino (at Ramirez) which has by its side a well timbered and spacious public park. Every summer season sees the long rows of tents and bathing-machines crowded to overflowing with the Uruguayans and hosts of visitors from across the river

Reproduced from "Uruguay."

THE AFRICAN CHESS-BOARD AND ITS EUROPEAN SQUARES.

DRAWN BY W. B. ROBINSON.



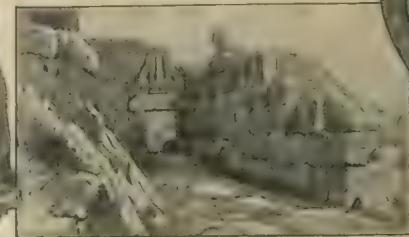
THE RELATIVE STAKES OF GERMANY AND FRANCE IN AFRICA: A MAP SHOWING THE IMPORTANCE OF THE FRENCH CONGO TO GERMANY.

The reported claim of Germany to the whole seaboard of the French Congo, together with France's reversionary interest in the French Congo, as "compensation" for France's protection of the Sultan of Morocco, is of considerable importance, not only to the French, but also to the possessions of Great Britain in Africa. It must be suspected that Germany's ambition for the future is to join up her territory of the Kameruns with Damaraland and German East

Africa, it being possible that, if the Belgian Congo were eventually to fall into German hands, she would manage by some means or other to acquire also, by purchase or otherwise, Portuguese Angola. That this scheme is more than a dream of the future it is impossible to conceive. But the mere idea that such a scheme could enter into the minds of the German Government is sufficient to cause anxiety among our countrymen in South Africa.

THE REMODELLING OF HISTORY:

& THE REALISATION OF LEGEND.



V.—THE SHEFFIELD OF THE PRE-BRONZE AGE.
PHYLAKOPI.

THE British School at Athens is digging once more at Phylakopi. Few, perhaps, know where this place is; and if we say it is in Melos, a world which hardly knows that island, except for its connection with a famous episode in Thucydides, and with the most notorious of ancient statues, will not be very much wiser. Nevertheless, the settlement at Phylakopi (whatever it may have been called long ago) played a singular part in the earliest development of European civilisation, and, on that account, a good deal of time and money has been spent on its exploration. Before the use of metal for tools and implements was known, and for long enough afterwards, while copper, tin, and even iron remained scarce and dear, Melos had a local monopoly of a commodity in very great and general demand. This was the natural volcanic glass called obsidian, which can be flaked to make blades with very keen though raw edges. Many primitive peoples in various remote parts of the world made this use of it till lately, and some still do so. I have heard that barbers can yet be found in the Mexican wilds to shave with it, striking the flakes off fresh and sharp for customers whose skin is probably as leathery as that of any neolithic man. Even where metals are known ceremonial tradition may still compel the use of stone razors in certain solemn depilations. It is Mariette, the great explorer of Egypt in the early part of last century, who related, I think, how his chief overseer suffered his head to be shaved with no implement but of stone, and would return from his chosen barber with scarified scalp and pharisaic contentment that he was not as other men.

The myriads of obsidian knives which Melos exported all over the Levant seem not only to have been shipped from the Bay of Phylakopi, at the north-east corner of the island, but also to have been manufactured there; for in a certain part of the town which grew up on the bay thousands of cores and nuclei of obsidian and spoiled or broken flakes have been found, making a stratum a foot thick. The town lies on a knoll of tufa into which the sea has eaten deeply, and perhaps a good half of the

PHYLAKOPI, IN MELOS, WHICH EXPORTED BLADES
OF OBSIDIAN THROUGHOUT THE LEVANT.

As described in Mr. Hogarth's most interesting article on this page, Phylakopi, which manufactured blades of obsidian in the far-off days before men used metal for their weapons, might well be called the Sheffield of its time. The photograph shows where the sea has washed away much of the original town. The modern hamlet can be seen in the middle distance.

ancient settlement is now washed away. What is left covers some two acres. On two sides is the sea; on a third, where a neck connects the knoll of tufa with the rising mass of the island, a very massive wall



CARVED BY THE ACTION OF THE WAVES: PHYLAKOPI FROM THE EAST, SHOWING THE SCARP CUT BY THE SEA AND THE RESULTANT BEACH OF TUFFA BOULDERS.

Phylakopi stood on a knoll of tufa which the sea has deeply eroded. The British excavations of 1897-9 were made on the summit and on the cliff side; those of 1911 were on the left-hand lower part of the site.



A SITE WHICH HAS PRODUCED A RECORD QUANTITY OF POTTERY TO THE SQUARE YARD: CYCLADIC HOUSES AT PHYLAKOPI OF THE THIRD AND SECOND PERIODS.

These houses of the Third and Second Periods stand one above the other, on the cliff-edge. As Mr. Hogarth mentions, he has never excavated a site which produced so much pottery to the square yard as Phylakopi.

protected the place in its second period, when commerce had made it comparatively wealthy. This wall still stands to the height of several feet. On the fourth side is a low, marshy tract at the bay head, which was probably sea-washed in antiquity. Thus protected, and early brought into relations with all sorts of overseas lands, the town rapidly developed an astonishingly vigorous and varied productivity in the minor arts. Much—most, indeed—of what the early Phylakopites painted, graven, carved, and otherwise fashioned has, of course, perished in the process of time; but more

than enough remained in the paved streets and scores of houses, big and little, which the British School dug out in the years 1897 to 1899 to attest the originality, taste, and skill in handicraft of the islanders in the Bronze Age. In that long Ægean period there seem to have been three main epochs of settlement, whose ruins lie one under the other. The second, contemporary in its beginning with what is called the Full Middle Minoan Age of Crete—that is, about 1700 B.C.—shows a great advance on the first both in the structure and furniture of the houses. This was surely due to some swift expansion of its commerce; and, since this period coincides with the rise of Cnossus to greatness, and shows among its remains many Cretan things and much indebtedness to Cretan art, we must conclude that Phylakopi profited by its great neighbour's establishment of a maritime Empire and a sea-going trade. But although it now imported Cretan vases and used, apparently, Cretan artists to decorate its rooms, its art remained so distinctively local that one can hardly suppose it became a mere dependency of Cnossus.

The most abundant testimony to this Melian art is offered, of course, by the least destructible of its products—the pottery. I have never excavated any site anywhere which produced so much and such variously painted ware to the square yard as Phylakopi. We had to abandon as refuse hillocks of sherds which, on most other sites, would have been carefully packed as prizes for museums, and even so we brought away so much that the Athens authorities, after filling all the exhibition space that they could spare, were fain to make lavish donations to other museums. Besides almost every possible scheme of geometric decoration, the Phylakopi potters made great use of plant-forms, observing them with admirable correctness, but reducing them on the walls

and necks of the vases to stylised schemes according to the essential principle of decorative art. They laid animals, birds, and fishes also under contribution, but, on the whole, made little use of figure-schemes, though one of the vessels found, a stand for a lamp, carries the most curious and interesting representation of Ægean men that time has spared to us. The painters in fresco, however, who decorated rooms, were more free, and besides imitating faithfully the irises which are one of the spring glories of the Ægean Isles, reproduced with wonderful sympathy and success the aspect of the pellucid sea about their coasts, floored with weed and shells, and alive with the darting flying-fish which Melian fishermen call sea-swallows.

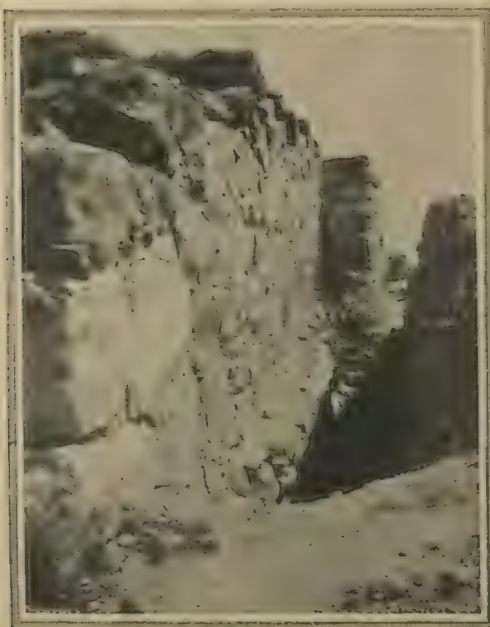
The house walls of this town are preserved, in many instances, to at least a man's height, and the pavement still lies on the narrow ways which zigzagged through the close-packed dwellings. The great wall of fortification on the landward side has probably not lost many courses, and is an imposing monument. It was repaired in the third period, which corresponded with those called in Crete, Late Minoan II. and III.

In the latter part of it a small palace was built on the plan of those at Mycenæ and Tiryns, and it is possible that the island then fell under the power of a mainland people, which seems to have invaded Crete, sacked the Palaces, and upset the Minoan dynasty. Not long afterwards civilisation ebbed away from Phylakopi. The Ægean world had long used bronze, and was beginning to use iron. It had no longer any need of obsidian blades, or of the little bay of Phylakopi. A town grew up on a much finer bay at the west end of Melos, which became the centre of life in classical times, and, in its turn, no mean centre of a remarkable local art. But

it is not likely that the famous "Venus" of the Louvre was any product thereof. Her presence in the island must have been the result of an order given to some foreign Hellenistic sculptor.

The British School dug out about two thirds of the walled town at Phylakopi ten years or more ago. Now it has explored the remaining third, not so much for novel objects as in order to observe *in situ* objects like those found previously, in the light of the added knowledge of Ægean things which later excavations, especially those made in Crete, have given us.

D. G. HOGARTH.



IN THE ISLAND WHERE WAS FOUND THE "VENUS" OF MILO: PART OF THE GREAT WALL OF THE PALACE AT PHYLAKOPI.

The photograph shows the south-west angle of the great wall of Phylakopi. In Melos was found the famous statue known as the "Venus" of Milo (the Italian form of the name Melos).



IN THE ISLAND WHERE THE ATHENIANS PERPETRATED A BRUTAL MASSACRE: THE STAIRCASE TOWER AT PHYLAKOPI.

In the above photograph can be seen the tower known as the "Staircase" Tower of the Palace at Phylakopi. Melos is memorable in history for the massacre of the male population by the Athenians in the Peloponnesian War.

A GAME OF FOOTBALL ONLY PLAYED BY NOBLES.



THE CURIOUS JAPANESE FESTIVAL CALLED TANABATA, IN WHICH THE FOOTBALL GAME (KEMARI) IS PLAYED.

The Festival called Tanabata, of which the football game Kemari forms an important item, takes place on the seventh day of the seventh month. The football is presented in a forked twig of the Kaji (paper mulberry), and the game connected with it is always of a ceremonial nature, and played only by Court nobles in specially constructed enclosures, and in ceremonial dress. We are indebted to Mr. H. L. Joly, the well-known writer upon Japanese legends, for

this information. According to the legend (as given in "Home Life in Tokyo") with which the Fest of Tanabata is associated, the night of the 7th of July is the only one in the whole year when the Weaver (the star Vega) can meet her lover the Cow-herd (the star Altair) on the other side of the Heavenly River, as the Milky Way is called by the Japanese, and on that night magpies come and spread their wings across the river to bring the lovers together.

IN THE DANGER-SPOT OF THE NEAR EAST: A CEREMONY IN AN OPEN-AIR CHURCH OF MONTENEGRO.

DRAWN BY R. CATON WOODVILLE.



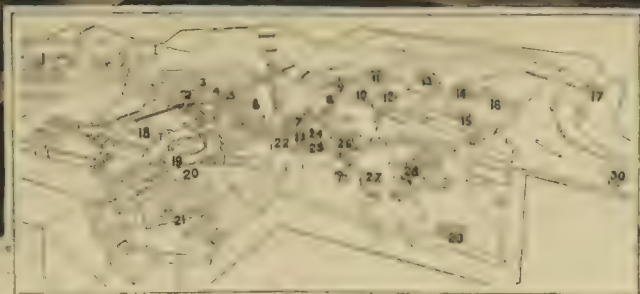
WHERE EVEN THE PRIEST BEARS ARMS: BLESSING THE FLAG AND ARMS OF A NEWLY MOBILISED CORPS IN THE LAND OF KING NICHOLAS.

King Nicholas, the ruler of the little kingdom of Montenegro, at the present moment holds in his hands the destiny of the Near East, and Europe has naturally been anxious as to whether this autocratic ruler will deem it politic to keep his warlike subjects from joining in the quarrel between the revolting tribes of Albania and the Ottoman Government. Owing to the fact that many refugees, all of whom have to be fed, crossed the frontier into Montenegro, the little State is in imminent danger of financial distress, and it has been reported that King Nicholas has no alternative but ruin or war. The Montenegrin army is organised on a territorial-militia basis, and every male is liable to service from his eighteenth to his sixty-second year. Thus it is probable that Montenegro

can put into the field some forty-five thousand men. Whenever the militia is mobilised it is the custom for the priests to bless the flags and arms of the troops that have been called out for active service. In our illustration such a ceremony is seen taking place in one of the curious open-air churches of Montenegro, where only the altar is under cover. In the ordinary way the priest can only be distinguished from the lay Montenegrin by his beard and long hair, but on occasions such as this he adopts his clerical garb. As soon as the service is over the priest is ready to take up his rifle and bear his part in the fight with as much enthusiastic patriotism as the rest of his countrymen.

IMPERIAL ROME UNDER ITS CHRISTIAN EMPEROR: A RECONSTRUCTION OF THE CITY UNDER CONSTANTINE.

FROM A PHOTOGRAPH SUPPLIED BY M. BIGOT, WHO HAS MADE THE RECONSTRUCTION.



A LABOUR OF EIGHT YEARS: THE CENTRE OF THE GREATEST

This most interesting model of Rome as it was in the time of Constantine, about 330 A.D., is the work of M. Bigot, formerly a pensionnaire of the French Academy in Rome, and one of the most brilliant students of architecture whom that famous institution has produced. The work, which is the result of nearly eight years of careful research and patient labour, has recently been placed on exhibition in a room which was formerly one of the vaults of the Baths of Diocletian. The model measures about ten yards in length by six in width, and includes nearly all the great historic

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|-------------------------------------|-------------------------------|------------------------|
| 1. Baths of Caracalla. | 11. Theatre of Balbus. | 21. Baths of Trajan. |
| 2. Palace of Septimius Severus. | 12. Circus of Flaminio. | 22. Forum of Peace. |
| 3. Circus Maximus. | 13. Theatre of Pompey. | 23. Forum of Nerva. |
| 4. House of Augustus. | 14. Colosseum. | 24. Forum of Caesar. |
| 5. Palace of the Livian. | 15. Pantheon. | 25. Forum of Augustus. |
| 6. Temple of Mars Ultor. | 16. Temple of Venus and Rome. | 26. Forum of Trajan. |
| 7. Temple of Antonine and Faustina. | 17. Temple of Sol. | 27. Forum of Trajan. |
| 8. Temple of Minerva. | 18. Temple of Mars Ultor. | 28. Forum of Trajan. |
| 9. Temple of Venus and Rome. | 19. Temple of Mars Ultor. | 29. Forum of Trajan. |
| 10. Temple of Mars Ultor. | 20. Temple of Mars Ultor. | 30. Forum of Trajan. |

IMPERIAL POWER OF ANTIQUITY IN WHITE PLASTER.

buildings and monuments of the city on a scale large enough to show their architecture in detail; and even the trees in the gardens are represented. The area covered by the model extends from the right bank of the Tiber to the old Servian Wall, and from a point slightly north of the Porta Flaminia (now the Porta del Popolo) to a little south of the Tomb of Cecilia Metella, on the Appian Way. The Baths of Diocletian themselves are not included, as they stood at some considerable distance beyond the radius comprised by the model.

A TANTALISING MOMENT FOR THE DESTROYERS: DISCOVERED ON THE POINT OF A TORPEDO ATTACK.

DRAWN BY C. M. PADDAY.



THE POLICE OF THE SEAS AND THEIR "BULL'S-EYES": SEARCHLIGHTS REVEAL A NIGHT ATTACK BY DESTROYERS DURING NAVAL MANŒUVRES.

The scene here illustrated, though in reality it represents the bloodless operations of naval manœuvres in time of peace, might well be taken for one of those tense and tragic moments in modern naval warfare when a gigantic battle-ship may be sent to the bottom by the discharge of one torpedo. The subject, of Mr. Paddy's Drawing is a night attack by a flotilla of destroyers on cruisers and battle-ships of the "enemy" lying in a fortified harbour. To test the possibility of "mosquito" craft (that is to say, destroyers, torpedo-boats, submarines, etc.) of an enemy being able, in time of actual war, to enter

our ports, and especially naval ports, with the object of torpedoing any of our ships that may be anchored in them, night attacks are frequently taking place around our coasts. The subject of this picture shows a flotilla of these craft discovered by the aid of powerful searchlights from the forts and opposing cruisers. The man sitting astride the torpedo-tube is looking through the range-finder, with one hand on the lever, ready to launch forth the deadly torpedo, which, needless to say, in these experimental manœuvres is not a "live" one.

AFTER SEVEN YEARS: TRACES OF A GREAT SIEGE.

PORT ARTHUR'S SCARS UNHEALED: DRAMATIC SIGNS OF CONFLICT AT THE SCENE OF THE GREATEST SIEGE OF MODERN HISTORY.



1. RAISED AFTER BOTTLING UP THE HARBOUR OF PORT ARTHUR: THE HULK OF ONE OF THE SHIPS WHICH THE JAPANESE SUNK IN THE ENTRANCE TO THE PORT.
3. THE HAVOC OF THE SHELL: A BREACH IN THE WALLS OF A FORT.
5. THE SCENE OF A HEROIC DEATH STILL UNREPAIRED: THE SUBTERRANEAN GALLERY OF THE NORTH FORT, WHERE THE RUSSIAN GENERAL KONDRACHENKO WAS KILLED BY AN 11-INCH SHELL.

2. RAISED AND DOCKED BY THE JAPANESE: A SUNKEN RUSSIAN WAR-SHIP THAT ONCE BLOCKED THE FAIRWAY.
4. WHERE 1100 JAPANESE AND NEARLY 500 RUSSIANS WERE KILLED OR WOUNDED: FORT EHLUNG, THE MAIN PARAPET OF WHICH WAS UNDERMINED AND BLOWN UP BY THE JAPANESE.
6. A GHASTLY REMINDER IN THE TRENCHES OF 203-METRE HILL, WHERE, IN A SINGLE ATTACK BY THE JAPANESE, ONLY 318 SURVIVED OUT OF 2400.

So short is the human memory that the scenes of the sanguinary conflict that took place round Port Arthur have almost been forgotten. The glory of Port Arthur has departed, and the attempts to restore the once-powerful stronghold of the Russians are slow indeed. The visitor to the battle-scarred forts and hillsides, however, must be struck with the feeling

that, to all appearances, the war might have taken place only yesterday, and the scenes that we give above, horrible as some are, cannot fail to bring back to our recollection the Titanic struggle between two nations that are now at peace. The heroic Russian General Kondrachenko was killed by a shell, along with several members of his staff.

JACK GOES ALOFT—NEW STYLE.


DRAWN BY H. W. KOEKKOEK FROM SKETCHES BY A NAVAL CORRESPONDENT.



TRYING TO KEEP A STATIONARY MACHINE STEADY IN A WIND: SAILORS PRACTISING WITH A DUMMY AEROPLANE.

It is well known that the Admiralty are averse to spending money on aeroplanes: dirigibles of the type of the naval air-ship are in favour with the powers that rule the sea from Whitehall. But in the Service itself it is different. The man-o'-war's man is specially keen on the heavier-than-air type, and our illustration shows how far he will go to gratify his desires in this direction. Some of the bluejackets told off to man the naval air-ship


at Barrow have purchased for themselves a machine designed specially to instruct would-be aviators. It is a skeleton framework representing an aeroplane, and is balanced on a pivot. A fresh breeze makes it work and it sets off rocking and swaying, the motion being counteracted by the planes. The pupils learn by practising to make the machine keep steady, and in the above illustration we see Jack having a lesson.



At the Sign

Other the White Cardinal Deacon of St. Basil in Caracas, Cuba, the Papal Legate invited to

MR. ALFRED TENNYSON,
Grandson of the Poet, and Author of a New Novel, "A Portentous History," announced by Mr. Heinemann.



ANDREW LANG ON "TABOO AND THE PERILS OF THE SOUL."

of Saint Paul's

England by Bennett, promulgating the canon which were to form the base of the Church in England, dated by the Bishop of Winchester, Bishop of Winchester.

MR. P. A. SILBURN,
Whose New Book, "The Evolution of Sea-Powers," is announced by Messrs. Longman.
Photograph by Brown.

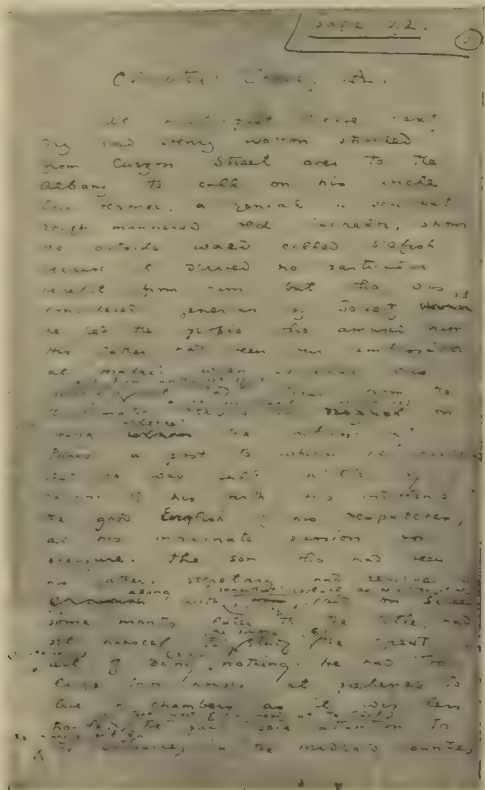
contemplative mind than Mr. Frazer's "Taboo and the Perils of the Soul." Here is a collection in more than four hundred pages of the nonsensical things which mankind has invented for its own protection from imaginary dangers.

As one reads, one perceives that though "man is an advancer," he has done all that he can to put the brake on against his own forward career. For example, it is really hard to understand how iron was ever allowed to come in for the many useful purposes which it serves. Perhaps sensible people, in the Bronze Age, were not superstitious about using iron, but its novelty seems to have made it a terrific thing in other quarters. One does not wonder at this in matters of religion, where sacred customs must be kept up, or luck will turn. I remember reading in a book by a learned Anglican clergyman that no white velvet was ready for the Coronation of Charles I., hence his misfortunes: some evil influence was let loose. This appeared to myself to be a rather crazy remark, for, when Charles came

to the throne, men's minds were in such a state of excitement that perhaps no human ruler could have avoided disaster. However, this gentleman's reasoning is that of mankind at large. Any change or custom may let slip an evil influence! We are all sensible of it, and are alarmed when

One also marvels why the mention of a pig, or of the minister, or of a salmon, is thought so unlucky by Scottish fishermen. There was a time, perhaps, when the salmon was expected to hear his name spoken, and keep out of the way of net or rod, so he is always called "a fish." A trout is not called a fish, nor is it thought unlucky to mention trout.

The superstition that human blood brings bad luck if it falls on the ground seems common in many countries in southern, but not in northern, Europe, as far as I know, except when the idea has been borrowed from the Old Testament, as, probably, is a West Sussex belief, and a Manx case (1660); in the last the authority is a note to Scott's "Peveril of the Peak." Many examples are given among many peoples, of purifying the homicide, whether he slays by accident or design. In New Guinea the rites are tediously elaborate, as they were in Western Asia and in classical Greece. But such rites are quite unknown to Homer, whose heroes came from the north, and I can remember nothing of the sort in the Northern or the ancient Irish sagas.



PENNED BY THE AUTHOR OF "THE BALLAD OF READING GAOL":
A PAGE FROM OSCAR WILDE'S MANUSCRIPT OF "DORIAN GRAY."
The above is a page of the original manuscript of Chapter III. of "The Picture of Dorian Gray," as used by the printers of the book, which was published in 1895. The manuscript formed an item in an interesting collection of manuscripts, books, and newspaper cuttings, by and relating to Oscar Wilde, which Messrs. Sotheby (by whose courtesy we reproduce this facsimile) arranged to sell by auction on the 27th. It may be recalled that Oscar Wilde, who was the son of Sir W. R. W. Wilde, was born in 1856 and died in 1900.

we find ourselves wearing a bowler hat, brown boots, and a frock-coat. I have observed that some Hebrews and citizens of the United States are free from this superstition. But to return to iron. Roman and Sabine priests had always shaved with bronze razors, and continued so to do when steel razors came into use. Laymen appear to have had no such superstition. But there must have been a time when priests shaved with sharp shells; probably ages passed before they ventured on a bronze razor.

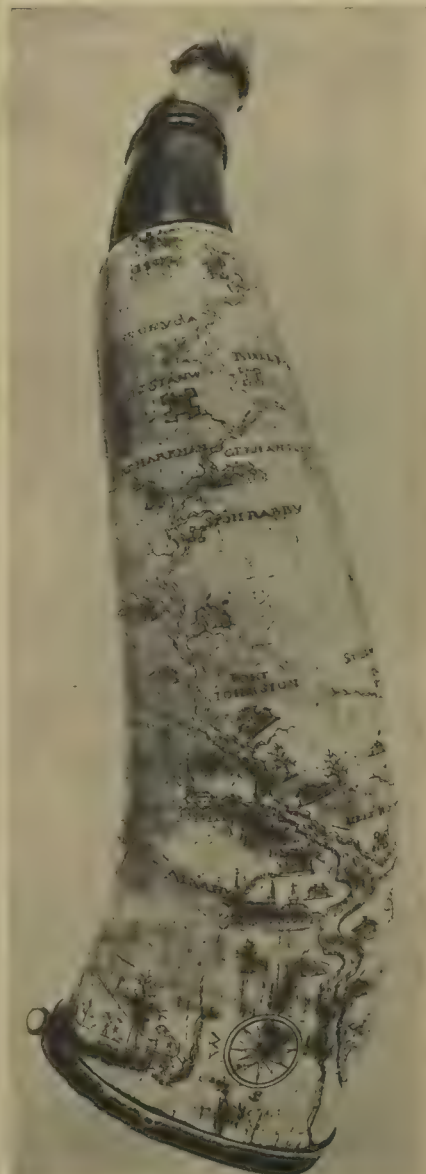
We do not hear that bronze, at first, was unlucky; but it must have been so. Perhaps iron was always brought—as into Greece, say—by a conquering people long familiar with it, while the conquered were afraid to touch it. Iron could only be used for engraving inscriptions in the grove of the Arval Brothers in Rome, if a pig or a lamb were offered in expiation. In expiation to whom? To luck, I suspect; but who was at the expense of the animal? In Crete, sacrifices were offered to Menedemus, a dead hero, without the use of iron. The reason was that Menedemus was killed with an iron weapon at the siege of Troy, where Homer speaks of but one iron weapon, an arrow-head, which merely grazed Menelaus.

During the siege, the combatants had plenty of iron, but used it only for tools. Was this because they thought iron unlucky? Homer himself seems not to have cared about luck. It was found that fairies and ghosts, in the Highlands and many other places, were terribly afraid of iron, probably a memory of the times when the Celts and the rest were terribly afraid of it themselves. But that age must be distant by about three thousand years. Iron, in Scotland, is also, somehow, of good omen. The fisherfolk used to be afraid of the mention of the name of swine, and I have been told that when a Scriptural passage about swine was read in Leuchars Church, every fisherman made a rush to grasp the nearest iron object. In this case, who or what evil thing was being scared away by the touch of cauld airn? Luck, probably! Scottish boys used to seal a bargain, I remember, by touching the iron heel of one of their boots and exclaiming, "Touch cauld airn!" As a child, I have witnessed this ceremony and wondered what it meant—I am still wondering!



A RELIC OF THE DAYS WHEN NEW YORK WAS A BRITISH COLONY: AN OLD POWDER-HORN WITH A VIEW OF THE CITY AND THE ROYAL ARMS.

In a sale arranged to be held on the 27th at Messrs. Sotheby's (by whose courtesy we reproduce the above photograph and that opposite) one item was this interesting old powder-horn. On it may be seen a view of New York, a map of the surrounding country, and the royal arms, recalling the days when the United States were British territory.



A MAP ENGRAVED ON A HORN: THE CITY OF ALBANY AND OTHER AMERICAN TOWNS IN A CURIOUS SPECIMEN OF PICTORIAL CARTOGRAPHY.

The powder-horn is made from the horn of an ox, with brass fittings. Above and around the view of New York and ships and the English royal arms is engraved a map, showing the City of Albany, the Hudson and its tributaries, and the towns and forts up to Lakes Champlain and Ontario.

TRYING HIS WINGS: THE PRELIMINARY LESSON OF AN AVIATOR.

DRAWN BY FLEMING WILLIAMS.



THE FLEDGLING FLIGHT: A PUPIL'S FIRST TOUCH OF THE CONTROL-LEVER OF AN AEROPLANE IN THE AIR.

Although an aeroplane possesses a certain amount of automatic stability, there is yet much for a novice to learn to enable him to maintain its equilibrium and to control its direction. The budding aviator is first taken up as a passenger to get accustomed to the sensation of being in the air. When complete confidence is acquired, he is instructed to place his hand over that of the experienced pilot accompanying him, and is told on no account to put any pressure on the lever, but merely to feel its movement. This is the stage shown in our illustration. Later on he is allowed to take more control, the instructor merely correcting him when he is at fault. The lever is connected with the elevators which regulate the

ascent and descent of the aeroplane, and is also connected to the balancers and ailerons—that is, the wing-tips which keep the aeroplane on an even keel. The forward and backward movement of the lever works the elevators, while the sideways movement works the ailerons. The lever can be so moved as to perform both functions at the same time. The instructor runs great risks in allowing the pupils to touch the control-lever, as it is difficult to make them realise how extremely sensitive an aeroplane is. As a rule, very little movement indeed is required, and the novices on feeling the machine begin to tilt is apt to force the lever over too hard in order to restore the balance, with the result that there is danger of disaster.

LONDON'S SEASIDE: GIRLS BATHING IN THE LONDON PARKS.

DRAWN BY S. BEGG.



A TEMPORARY REFUGE FROM THE HEAT: THE LADIES' HOUR IN THE OLD BATHING-POND AT VICTORIA PARK.

Berlin's great bathing-place on the banks of Lake Wannsee is well known to our readers; Vienna also affords, at the Strand Bad, facilities for those who wish to take temporary refuge from the great heat that has been prevalent here and on the Continent; but it is not generally known that nearly all the London parks provide opportunities for bathing, not only for men, but also women. At the old bathing-pond in Victoria Park, the scene of our drawing, women are permitted to bathe until ten o'clock in the morning. Those who avail

themselves of this privilege are mostly working girls, who have to go to their employment between eight and nine in the morning. Dressing-rooms are provided, and there is a bathing-woman who teaches swimming. A boatman is always in attendance in case of accident. During the women's bathing hours, that portion of Victoria Park is closed to men and boys, who have another and larger bathing-place not far away. Bathing is also allowed at Brockwell Park, Clapham Common, Hampstead Heath, Tooting Common, and (above all) in the Serpentine.

THE HEAT WAVE IN PARIS: A RECREATION FOR FASHIONABLE PARISIENNES.

DRAWN BY L. SABATTIER



AN INNOCUOUS AMUSEMENT: FISHING "POUR RIRE" IN THE ENVIRONS OF PARIS.

The great heat of the present summer has driven Parisian society to the country particularly early. Many of the beautiful châteaux possess their ornamental waters, which contain fish. Here the beauties of the monde, usually occupied in the gaieties of Paris, have taken up pursuits

that may be less exciting, but are certainly more healthy and refreshing. In taking to the sport of angling, they are emulating a form of recreation very popular with their poorer neighbours in Paris, whose every moment of leisure is spent with rod and line on the banks of the Seine.

ART NOTES.

LETTER-WRITING not seldom comes handily to the painter. Whistler practised it with much zest and pleasure, and threw a murderous message upon a sheet of note-paper as skilfully and joyfully as he threw an etching on to copper. The filling of a single sheet is more inspiring, in the mere matter of arrangement, than the filling of a whole exercise-book, and an epistle prettily arranged and written is probably more dexterously worded than one that scrawls out of hand over four sides. Meredith made pages lovely to look at, whatever the extent of his manuscript; but his case is a rare one. Thackeray drew his letters somewhat stiffly, it is true, but drew them better than he did the unsightly commonplace that passes for the commensurate illustration of his prose. Corot (a letter of his was sold last week at Sotheby's) flicked out his verbal account of the landscape, the sky, and the birds with a charm and style clearly borrowed from the store of knowledge he had acquired at his easel, and with a share of the power of expression learnt there.

A book of the letters of the 'sixties is still to seek. Then will the illustrators be themselves illustrated. In a catalogue now issued from Charing Cross Road by Mr. Dobell are some autographs that must not escape the intending editor. In one, Frederick Sandys, in 1861, says "Millais's 'Moses' is not a bit what I want. It is not a Princess, a daughter of a Pharaoh, that he has drawn—but Mrs. Crusoe, or possibly Mrs. Friday. Arms, feet, action, all low-bred—dress mummy. Oh, no!" Another passage Mr. Dobell omits because it might be thought "rather too strong." From the entry under "Poynter, Edward J.," describing letters dated 1871, dealing with his illustrations for Dalziel's "Bible Gallery," published in that year, one turns *en passant* to the name of another contributor to the same publication. The name Solomon is there: it belongs, however, not to Simeon, but to a namesake of less elusive history—Mr. Solomon J. Solomon. His letter is priced at half-a-crown; perhaps the other's had been no more: most memories are curiously short in regard to

the honour of an artist of whom, during the 'sixties, it was thought that he excelled, in the promise of his genius, all his contemporaries. After entering the



"H.R.H. the Prince of Wales's Gwen"

Gwen is the typical Welsh terrier presented to the Prince of Wales at Plas Machynlleth by a deputation from the quarrymen of North Wales. Gwen is fifteen months old, is full of fun, very game, and wears a silver collar inscribed "H.R.H. the Prince of Wales's Gwen."



FOR THE SOUTH POLE, LIEUTENANT WATKINS IN HIS MONOPLANE.

This is a peculiarly interesting picture as showing the monoplane which is to be used for exploration at the South Pole by Lieutenant Watkins, a member of the Australian Antarctic Expedition, led by Dr. Douglas Mawson, now on the eve of starting from England.

Academy Schools, where he had Mr. Henry Holiday, Sir W. B. Richmond, and Mr. William de Morgan for some of his class-fellows, he exhibited at an almost

unprecedentedly early age at the Royal Academy, and when Frederick Sandys was scolding Millais's "Moses," Simeon Solomon's was earning prodigious praises. His work, like many of his friendships, was interrupted about the time of the publication of Dalziel's "Bible Gallery," and for specialists the value of his works is much lowered if they bear a later date. As a matter of fact, during all his career he was capable of the poorest as well as the finest draughtsmanship. His genius knew many lapses, but no final obscuration till he died five years ago in St. Giles's Workhouse. Forty years before he had written to a friend: "Burne Jones—a, to me, great authority—told me some years ago that I should paint rather than draw. So paint I will." Circumstances, bringing the need of a few shillings quickly and easily earned, kept him drawing till the end, but his painting, whenever he took up the brushes, provided by constant friends, more surely surmounted the squalor of his misfortunate life. The inspiration of colour never came meanly or perversely to him.

The price of Sir Edward Poynter's letters, covering six pages and alluding to drawings that constitute the strongest of his claims to a place among the great designers of the nineteenth century, goes to show how meagre is the monetary interest in anything but the strictly pictorial production of the artist. For three shillings and sixpence they may be secured for the enrichment of a collector's copy of the "Bible Gallery." The author, on the other hand, busy with his own particular tool, coins money, for somebody else, when he scribbles his note. An Academician's autograph may

be worth less than a shilling; but when Meredith wrote to an Academician, his correspondent did well to pigeon-hole the communication. The other day, at auction, several of Meredith's letters fetched as many pounds as the painter's would have fetched pence. One of them, dated from Seaford, will bring more prosperity to the South Coast: "Come, O Crow! Here is fishing, bathing, rowing, sailing, lounging, running, picnicking, and a cook who builds a basis of all these superhuman efforts. So, come." That was written in 1859: what if the cook be dead?

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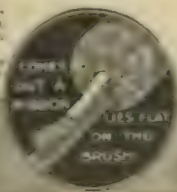
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THE GREAT AIR RACE; LIEUTENANT BIER'S AEROPLANE ARRIVING AT BROOKLANDS.

Lieutenant Bier was one of the nineteen entrants for the Great Air Race but was unfortunately wrecked, near Hatfield. His Austrian Etrich monoplane arrived at Brooklands in a huge van of great length drawn by two horses, as shown above.

the start from Homburg, it has served a sufficiently good end. One hears nothing but golden opinions of him on all sides, and it is only to be regretted that the local receptions of the motorists in this country did not vie with the enthusiastic welcomes which greeted the tourists in every village and every town they passed through in Germany. I have no doubt in the world that the folks of our countryside would have borne themselves in like manner, had they been duly and properly apprised of the routes, dates, and general importance of the competition. But for some inscrutable reason the event was cloaked in mystery up to the last moment—indeed, the earliest notification certain journals obtained of the itinerary to be followed in this country was gleaned from the German papers. Also, while the German entries were known very early, the names of the British cars and competitors were withheld until very late. I am sure our guests could find no fault with the private hospitality offered them; the

lack of public welcome, if they noticed it, is ascribable to want of sufficient advice and announcement.

Doctors may disagree on the subject of men's ills, but they are obviously all in accord that these ills can be attended to at less cost per mile with motors than when horses are used. In connection with the annual meeting of the British Medical Association at Birmingham, the *Autocar* has collated evidence as to the costs of motors used by medical men in the discharge of their professional duties from no fewer than ninety-three practitioners. Those doctors who were able to give the comparative costs per annum of horses and motors were asked to do so, the whole of the figures being tabulated and a total average per mile struck.

The average cost per mile of 6-8-h.p. cars worked out at 4'982d. per mile; 10-16-h.p. cars, 5'455d. per mile; and 20-h.p. cars and over, 5'679d. per mile. The grand average for motor-cars appears to be 5'328d. per mile, and for horse-carriages, 9'94d. per mile. The average mileage-costs range, with a 6-h.p. De Dion, used in Berkshire, from 1d. per mile to 1s., with a 10-12-h.p. Beaufort, used in the south-eastern district of London. The highest horse-mileage is 2s. 1d., also in the south-eastern district, and the lowest, 6d. No regard is taken as to depreciation in either case. It is remarkable that medium or even high-powered cars appear to cost very little more per mile than those of low power.

"Dunlop Motor Tyres for 1911" is the title of an interesting and informative booklet lately issued by the Dunlop Pneumatic Tyre Company in a royal blue cover emblazoned with the Royal Arms, symbolical of the company's appointment as tyre-makers to King George. There is much that is new in this publication, which, as it can be obtained from any Dunlop agent, should find a place on the

shelves of every motorist's library. The Dunlop detachable wheel is most interestingly illustrated and described, and should be carefully considered by every intending purchaser of a motor-car. The locking arrangement, while being absolutely simple, is as absolutely safe. The wheel cannot become detached, while there is not one loose part. The "Sundries" section is a fascinating part of the work, while the "Practical Points," will well repay study.

The "Holly" brand of Irish whisky, the proprietors of which are Messrs. Mitchell and Co., of Belfast, needs no recommendation to those who have tried it. Softness, "body," and delicacy of flavour are characteristics known to all connoisseurs.

The Canadian Northern Railway Company has awarded a contract to a firm at St. Paul, Minnesota, for the construction of 550 miles of railway, to cost fifteen million dollars, and extending from Port Arthur, Ontario, to Sellwood Junction, north of Sudbury, Ontario.



WITH LICHFIELD CATHEDRAL AS A BACKGROUND; A 20-28 H.P. WOLSELEY IMPERIAL LIMOUSINE LANDAULETTE.

This is a Wolseley car photographed at Lichfield, the famous cathedral being seen in the background. It is an Imperial Limousine Landaulette, mounted on a 20-28 h.p. chassis, painted dark blue, with black mouldings and crimson lines. The car, it should be added, is fitted inside with electric light and upholstered in grey corded cloth, and seats five "insides."

By Royal



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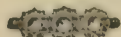
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FOR THE AUGUST BANK HOLIDAY.

BY the Brighton and South Coast Railway, eight or fifteen days' cheap tickets will be issued from London, Friday, Aug. 4, to all coast stations between Hastings and the Isle of Wight; and week-end cheap return tickets issued on Aug. 4, 5, and 6 will be available on Aug. 6, 7, 8, and 9. There will be a special fourteen-day excursion to Paris, Rouen, and Dieppe, via Newhaven, by the express day and night services from the preceding Thursday to Monday, Aug. 7. On Saturday, Aug. 5, a special service leaves Victoria for Dieppe and Paris at 2.20 p.m. Cheap tickets for a week-end visit to Dieppe and Brighton (fares—third class, 16s.; second class, 22s.; first class, 30s.) will be issued on the Friday, and daily to the Monday, allowing return by the night service of Wednesday (9th). Passengers leaving Dieppe before Wednesday may visit Brighton and stay until Wednesday night. On Sunday and Bank Holiday cheap trains will run to all places of interest on the system, and half-day excursions on Sunday, Aug. 6, to Brighton, Arundel, Littlehampton, and Bognor, and on Bank Holiday to Brighton. Cheap tickets will be issued on Saturday, Sunday, and Bank Holiday to the holiday resorts of Surrey, and to the Festival of Empire, Crystal Palace.

The Midland programme gives holiday-makers facilities to the Peak district, Yorkshire, Lancashire, the Lakes, Scotland, Ireland, and the Isle of Man, the tickets being available up to seventeen days. A daylight excursion runs to Edinburgh and Glasgow on Saturday, Aug. 5, for eight or sixteen days (corridor-carriages with restaurant-cars), and will run every Saturday until Sept. 2; also a half-day (non-stop corridor) express runs to Matlock, Rowsley, and Bakewell on Aug. 7, and on Wednesdays until Sept. 6, and a half-day restaurant-car express to Derby, Matlock, and Rowsley, Monday, Aug. 7, for one day, to Kettering and Bromford Bridge (Birmingham Races), also to Birmingham up to five days, and to Leicester, Loughborough, Nottingham, and Sheffield for half, one, two, or three days. Week-end tickets issued on Friday and Saturday, Aug. 4 and 5, to seaside and inland holiday resorts will be available until Wednesday, Aug. 9, and Saturday and Monday tickets on the Sunday, Monday, and Tuesday.

The Great Central Railway Company publish a varied choice of excursion arrangements to all parts of their system, with facilities to over 300 towns and holiday resorts in the Midlands, Yorkshire, Lancashire, and the north of England. Special trains leave Marylebone on Friday, Saturday, Sunday, and Monday, Aug. 4, 5, 6, and 7, equipped with restaurant-cars, enabling passengers to obtain refreshments at moderate tariff. Excursions are arranged to picturesque and historical places in Middlesex, Herts, and Beechy Bucks, and special cheap fares are in operation for both walker and cyclist.

The Great Northern Railway Company covers all descriptions of resort, to Cromer, Sheringham, Skegness

and Mablethorpe, etc., Woodhall Spa and Harrogate, to Scarborough, Bridlington, and Whitby. On Friday, Aug. 4, excursions up to seventeen days will run to Edinburgh, Aberdeen, Glasgow, and Port William, with corridor carriages and refreshments. On Saturday, 5th, a daylight corridor excursion for eight or sixteen days runs to Edinburgh and Glasgow. On Friday night (4th), an excursion for three, five, or eight days will be run to the principal stations in the West Riding of Yorkshire; and on Saturday, 5th, to the principal stations in North-East England, and for three, eight, ten, fifteen, or seventeen days to Scarborough, Skegness, Harrogate, Ripon, Cromer, Sheringham. On Saturday night, an excursion for two, four, or seven days leaves King's Cross at 12.30 midnight for Bradford, Halifax, Leeds, Manchester, Sheffield, Nottingham. Non-stop excursions to Skegness run on the Sunday, Bank Holiday, and Tuesday and Thursday.

On the Norfolk, Lincolnshire, and Yorkshire coasts the warmth is tempered by cooling, bracing breezes which have made the East Coast so popular for holidays, while there is a wide expanse of fine firm sands providing an unlimited safe playground for children. Send a postcard to W. Hills, Great Northern Railway, 3, York Road, King's Cross, for illustrated booklets.

The London and South Western Railway Company offer as special features trips across the Channal via Southampton—by the new daylight service to Havre for Normandy, or turbine steamers to the Channel Islands, and to St. Malo (open sea passage reduced to six-and-a-half hours) for Brittany—and to North Cornwall, where, five hours from Waterloo, the visitor can enjoy the Atlantic breezes. There are cheap bookings every week from London (Waterloo, etc.) to North Devon, Dartmoor, the Dorset coast, including Swanage, Weymouth, Lyme Regis, Bournemouth, the New Forest, Isle of Wight, Southsea, Lee-on-the-Solent, etc. Additional excursions for the August Bank Holiday include fourteen-day tickets to Paris, via Havre and Rouen, first class, 39s. 3d.; second, 30s. 3d., and third, 26s., on Aug. 3, 4, 5, and 7, and special trips on Sunday, Aug. 6 (morning and mid-night) to Exeter, Plymouth, and North Devon, returning Monday night.

On the Great Eastern, week-end tickets to inland stations will be available to return on Tuesday, and Friday to Tuesday tickets to the seaside, on Wednesday. Special midnight trains leave Liverpool Street at 12.25 a.m. for Norwich, Yarmouth, and Lowestoft, via Ipswich, and principal intermediate stations. Super trains leave Liverpool Street at 12.3 (night) for Colchester and Clacton, and at 12.7 for Southend. On Tuesday Aug. 8, additional expresses will run from the coast resorts and principal inland towns for visitors returning to London. Excursions will be run on Sunday, Aug. 6, to Hertford, Cambridge, Colchester, Clacton, Walton and Harwich, Southend, and Burnham-on-Crouch.

Return tickets at reduced fares, available for fourteen days, will be issued to Brussels via Harwich and Antwerp. Passengers leaving London in the evening reach Brussels

next morning. From the Hook of Holland through carriages and restaurant-cars are run to The Hague and Amsterdam, and to North and South Germany, to Cologne, Bâle, Hamburg, Halle (for the Hartz Mountains), and Berlin. Danish Mail steamers leave Harwich Friday, Aug. 4, and next day, and the General Steam Navigation Company's steamers leave for Hamburg Wednesday, Aug. 2, and Saturday, Aug. 5. The Swedish Mail steamers leave Harwich for Gothenburg Saturday, Aug. 5.

The South-Eastern and Chatham Railway issue special Paris excursion tickets from Charing Cross, at 10 a.m. and 2.20 p.m. on Aug. 3, 4, 6, and 7, and at 10 a.m. and 2.50 p.m. on Saturday, Aug. 5; also by the night mail at 9 p.m. from Aug. 3 to 7 inclusive, holding for fourteen days. Cheap tickets to Brussels will be issued from Aug. 2 to 7 inclusive, available fourteen days; and special tickets to Roubaix, for the Exhibition, and to the Belgian Ardennes. A special service (first, second, and third class) will leave Charing Cross at 5.5 p.m. and London Bridge at 5.12 p.m. for Folkestone, Boulogne, and Le Touquet on Friday, Aug. 4, returning on Tuesday, Aug. 8. Week-end tickets, by any express (mail and boat excepted), to the Kent and Sussex places of resort on the line, will be issued on Friday, Saturday, and Sunday, Aug. 4, 5, and 6, available for return on Aug. 6, 7, 8, and 9. Numerous excursions on Bank Holiday will be run, as well as afternoon excursions to Whitstable and Herne Bay on Sunday, Aug. 6, and all day to the Crystal Palace.

Messrs. Liebig, proprietors of Lemco, Oxo, etc., are removing the whole of their offices this week to Thames House, erected for them at Queen Street Place, London, E.C. Messrs. Cornille David and Co. are also removing to the same address.

Since the Fiat Motor Company's car won the Nawab of Rampur's Trophy, in 1904, the type has been widely popular in India. The firm, in view of the forthcoming Durbar, are perfecting arrangements for motorists who will attend, and are sending out an experienced representative familiar with India, with twenty cars ranging from 15 to 50-h.p. The Bombay Motor Car Company, Ltd., Indian agents for Fiat cars, will provide competent drivers, who know the roads, and petrol, hotel accommodation, etc., will be seen to. At Delhi a garage has been provided within the Durbar camp, where every convenience will be available for motorists. Owing to the vast size of the camp, only those with a motor at command will be able to see the proceedings properly. Cars are on view at the London show-rooms of Messrs. Fiat Motors, Ltd. (37, Long Acre), and will be packed, insured, and shipped by the firm, cleared at the other end by their agents, and garaged, ready for the owner, immediately he lands at Bombay. The company make themselves responsible for the re-shipment home of the cars, after the Durbar, and will arrange for a journey from Delhi to Calcutta along the Grand Trunk Road through the most interesting parts of Bengal.

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August Holiday Excursions

Also Every Week from London (Waterloo, Etc.), for varying periods, to

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Including

North Devon .. from 19/- E. Devon Coast .. from 13/8
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Dartmoor .. 17/6 Isle of Wight .. 9/-
Bournemouth, Bournemouth, &c., 10/-
New Forest, Lee-on-Solent, &c., 8/-
Portsmouth, Southsea, &c., 7/6.

LONG DAY IN DEVON.

Day Trip to Exeter, 10/-; Barnstaple, 11/-; Ilfracombe, Tavistock, Plymouth, &c., 12/-; from Waterloo, Sunday, August 6th, 12.20 midnight (Bank Holiday morning).

RAIL AND SEA TRIPS

via Southampton, to Havre (2d 6/-); Trouville (2d 6/-); Caen (2d 6/-); Frinton (2d 6/-); Rouen (3d 6/-), available by NEW DAYLIGHT SERVICE TO NORMANDY.

Also to Cherbourg (3d 6/-); Guernsey, Jersey (2d 6/-); ST. MALO (for BRITANNY) (2d 6/-).

To Paris (Aug. 3, 4, 5, 7, 1st 30/3, 2nd 30/3, 3rd 26/-).

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AUGUST BANK HOLIDAY.

CHEAP TICKETS to the CONTINENT will be issued from certain London Stations.

Destination.	Daily Valid.	Return Fares.
Paris	14	58/4 37/6 30/-
Brussels (via Calais)	14	55/1 36/6 24/-
Do. (via Ostend)	14	45/8 29/10 19/6
Boulogne	3	21/- 12/6
Do.	8	30/- 25/- 17/10
Amsterdam	8	37/1 25/6 -
The Hague	8	32/10 22/5 -
Calais	3	22/6 - 14/0
Ostend	8	31/6 26/6 20/6
Do.	8	29/1 20/8 14/-
Le Touquet	5	34/9 28/7 20/5
Roubaix (For Exhibition)	14	41/6 30/0 20/0

WEEK-END TICKETS TO HOLIDAY RESORTS,

as below, available by any Express Train (Mail and Boat Expresses excepted), will be issued from London and certain Suburban Stations on August 4th, 5th and 6th, available for return on August 6th, 7th, 8th or 9th.

Return Fares.	Return Fares.
1st 2nd 3rd	1st 2nd 3rd
Bexhill 14/- 10/6 8/-	Ramsgate 16/- 12/- 8/-
Birchington 16/- 12/- 8/-	Rye 16/- 12/- 8/-
Broadstairs 16/- 12/- 8/-	St. Leonards 14/- 10/6 8/-
Canterbury 14/- 10/6 8/-	Sandgate 17/6 12/6 9/-
Deal 18/6 12/6 9/-	Sandwich 18/6 12/6 9/-
Dover 17/6 12/6 9/-	Tunbridge Wells 8/6 5/6 4/6
Folkestone 17/6 12/6 9/-	Walmers 18/6 12/6 9/-
Hastings 14/- 10/6 8/-	Westgate 16/- 12/- 8/-
Herne Bay 14/- 10/- 7/-	Whitstable 14/- 10/- 7/-
Hythe 17/6 12/6 9/-	Winchelsea 16/- 12/- 8/-
Littlestone 16/- 12/- 8/-	
Margate 16/- 12/- 8/-	

CHEAP DAY EXCURSIONS from LONDON on BANK HOLIDAY to certain Sea-side and Country Stations; also HALF-DAY EXCURSION on SUNDAY, AUGUST 6th, to WHITSTABLE and HERNE BAY.

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CRYSTAL PALACE (HIGH LEVEL) on BANK HOLIDAY. Cheap Return Tickets, 1/6 3rd Class (including admission), will be issued from London.

For details of Continental Excursions apply to Continental Traffic Manager, and for Week-End Tickets, alterations in Train Services, etc., to Superintendent of the Line, S.E. & C. Railway, London Bridge Station.

FRANCIS H. DENT, General Manager.

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BANK HOLIDAY
EXCURSIONS
FROM ST. PANCRAS.**

Aug. 3	Belfast and North of Ireland - - - - -	16 days
" 4	All Parts of Scotland - - - - -	7 or 17 days
" 5	The Provinces, North of England, &c. - - - - -	3, 5, or 8 days
" 4 & 5 (nights)	Leicester, Nottingham, Lanes., and Yorks towns	2 to 8 days
" 5	Edinburgh and Glasgow (Daylight Excursion Corridor Restaurant-Car Express) - - - - -	8 or 16 days
" 5	Peak of Derbyshire, Isle of Man, Yorkshire Spas, English Lakes, *Blackpool, Liverpool, Southport, &c. *The bookings to Blackpool, Lytham, St. Anne's, and Fleetwood will be on Friday, August 4th, for 4, 9, 11, 16, or 18 days.	3, 8, 10, 15 or 17 days
" 7	Matlock Bath, Matlock, Rowsley, Bakewell, (Restaurant Car) (Connecting drive to Haddon Hall and Chatsworth)	1 day
" 7	Birmingham, Kettering, Bedford, Luton, &c. - - - - -	1 day, &c.
" 7	Leicester, Nottingham, Sheffield, &c. - - - - -	1 to 3 days
Every Wednesday	Derby, Matlock Bath, Matlock, Rowsley (Restaurant Car) Sight-seeing Tour to Chatsworth House & Haddon Hall	Half-day

**WEEK-END
TICKETS**

issued Friday and Saturday, available for returning on following Sunday, Monday, Tuesday, or Wednesday.

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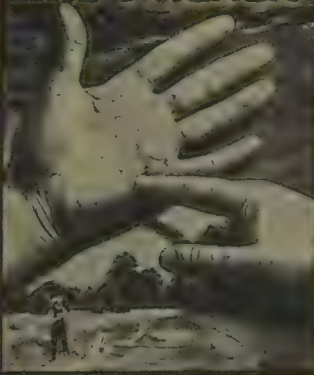
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WEEK-END TICKETS (Friday to Tuesday) will be available for return on Wednesday, August 9, and **SATURDAY** to **MONDAY TICKETS** for return on Tuesday, August 8th, in addition to the ordinary dates for which they are valid.

EXCURSION & TOURIST PROGRAMMES. also **ILLUSTRATED HOLIDAY BOOKLETS**, can be had gratis, on application at any G.N. Office, or of W. Hills, Supt. of the Line, Dept 38, 3, York Road, King's Cross, N.

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N.W. { Chiltern Hills & Vale of Aylesbury } **DAY AND HALF-DAY TRIPS**

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LADIES' PAGE.

THERE is matter for immediate action in the Report of the Royal Commission on the infection of children with tubercle by the milk of cows similarly afflicted. On many occasions I have protested in the name of the mothers of the country against the indifference of Parliament and other public authorities to the subject of procuring a pure and unmedicated milk-supply. The most tender and wise maternal care cannot protect a child against a milk-supply that is allowed to be infected with disease at its very source, and afterwards loaded commercially with mischievous "preservatives." The assurance now given by the scientists who have been inquiring into the matter for ten years past, that a tuberculous cow's milk is very likely to cause tuberculous disease in children drinking it, and that such diseased cows are the source of a large part of our supply, is of the highest importance. These are the exact words of the Report: "The evidence which we have accumulated goes to demonstrate that a considerable amount of the tuberculosis of childhood is to be ascribed to infection with bacilli of the bovine type transmitted to children in meals consisting largely of the milk of the cow." The "wasting diseases" of nutrition, and the brain complaint (meningitis), and diseased glands in the neck, which are the products of tubercle (as well as is consumption of the lungs) cause altogether a very large proportion indeed, of the deaths of children (and curiously, male children are very much more susceptible to these forms of tubercle; and die of them in far larger numbers than females of the same ages). Let men now leave off girding at mothers, and attributing the far too numerous deaths of little children to the ignorance and carelessness of the women in charge of childhood, and instantly instead see to it that those preventable causes of infantile mortality, which are in the power of politicians and out of the power of women, are amended. As it has been wittily put by a lady—"Politics govern the purity of the milk-supply, and this subject certainly is not outside the home, since it is inside the baby."

The first "movement" for a "dual" reformed style of dress for women began in the United States over half a century ago, initiated by Mrs. Elizabeth Smith Miller, then a beautiful and intellectual young woman, who has just passed away at the great age of eighty-nine. It is sixty-two years since she first made her effort at dress reform, encouraged by her father, Gerrit Smith, a very wealthy man, who devoted a fortune to the anti-slavery movement. She inherited his public spirit with his wealth. Mrs. Miller was a notable housewife too, and wrote an excellent cookery-book; while her own home on the shore of Lake Geneva, New York, was exquisitely ordered and managed. She wore the dress that outraged all convention longer than any of her followers, but after seven years of it, the publicity and annoyance became too trying, and she "sacrificed freedom to repose." Her cousin, Mrs. Stanton, who also tried and resigned



A PRETTY FROCK FOR A GARDEN-PARTY.

A country-house dress of muslin, with lace tunic trimmed with coloured embroidery. The hat is of muslin, trimmed with cherries.

the wearing of "Bloomers," wrote after her experience that she "had never wondered since that the Chinese women bound their daughters' feet, and the Indian widows walked willingly to the pyre"—so difficult is it to stand against the prevailing opinion of the surrounding world as to what it is proper and right and becoming for women to do and be. It was admitted, too, by those who wore the dress that "it could never be really becoming, as it required a perfection of form, and especially of feet, such as few possessed, and it certainly was not artistic."

Though all "movements" to introduce dual or "rational" dress have been snubbed, and ridiculed or reviled into oblivion, they have not been without indirect effect. Our modern style of dress is so much more sensible, at once looser and yet far less voluminous, than was that which was worn when Mrs. Miller began her effort, that it is free from much of the old objection, on the score of health and common-sense. And certainly the fashion of the last two seasons has inured women to showing their feet and ankles fearlessly! Shoes and stockings to match the gown in colour are an innovation produced by the very short and narrow skirts that are now fashionable. The result is very pretty, and is certainly a great improvement on the black and the tan that for so long have been the average woman's only ideas in footwear. Now, one can get both shoes and stockings in all the usual tints of gowns, and very nice they look; grey are particularly pretty on the feet, but blue, violet, green, and creamy yellow are all seen. A fair lady in the Park had scarlet heels to black patent-leather boots. Some patent-leather shoes have the seams piped in colours. Sometimes the shoes match only the dress trimming; thus, for dresses trimmed with the sort of cretonne known as toile de Jouy, shoes built of the last-named fabric are correct. White frocks are worn with white doe-skin shoes, and usually with coloured stockings, the latter harmonising with any touch of colour there may be in the costume—perchance it may be only with the flowers in the hat, or even with the gloves worn. White—that is, absolutely dead white—stockings do not find much favour. If worn, they should be of almost transparent silk, so that the skin-pink gleams through.

A special seasonable offer is made to our readers by Messrs. M. Beetham and Son, of Cheltenham, the proprietors of "La-rola," the famous toilet preparation, which contains all the essential qualities for building up and restoring the skin-tissues, and keeping the complexion in bright and healthy condition. For threepence to cover packing and postage, Messrs. Beetham and Son will send, carriage paid, a box of samples of "La-rola," tooth-paste, toilet-powder, and soap.

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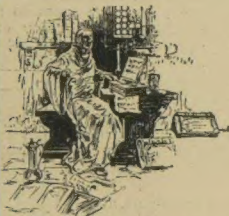
The picture gives a glimpse of the interior of the great CHERRY BLOSSOM BOOT POLISH Pavilion, in which neatly-dressed girls are seen deftly handling the tins as they come off the great Automatic Filling Machine. This is one of a number of similar machines in constant use at Chiswick, turning out many thousands of tins per hour. Users of this remarkable and famous Polish have the satisfaction of knowing that both the tins and Polish are entirely made by British labour at the Chiswick works.

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MUSIC.

IF the production in England of Massenet's "Thais" had done no more than enable M. Gilly to give us his wonderful picture of Athanaël it would not have been in vain. The fine artist whose Amonasro and Mercutio have been praised already in this place has given us nothing so striking as his Cenobite priest who, in a successful endeavour to save the soul of the Alexandrian courtesan Thais, loses his own. It was astonishing to find, in an opera that does little more than touch the fringe of the passions with which it deals, a character standing out with so much force and vigour that it not only lived, but gave life to those with which it was brought into contact. Covent Garden is fortunate indeed in the discovery of such a fine artist.

Turning from the character that made the production significant to the opera itself, one is struck at once by the change that seventeen years have wrought. The writer heard "Thais" on the Continent fourteen or fifteen years ago, and accepted it seriously as a work of art. Hearing it last week, he was profoundly conscious of the *longueurs* that even the wonderful mounting and the spirited ballet could not remove or conceal. The convention kills "Thais." One cannot avoid the thought that all the people are treated according to a

formula, that they have no individuality save such as they can suggest by the intensity of their dramatic expression, that the formulæ for their passions are the same as would be used for any other set of people in any other operatic surroundings. These formulæ are pleasant enough to hear, and extremely cleverly expressed, but they do nothing to bring the people of grand opera into touch with life.

When "Thais" was written the method was accepted, and if Massenet was criticised it was because he was too advanced, because he put as much as he could into the psychological aspect of M. France's story, because some of the music allotted to Athanaël has more than the quality of sensuous melody, because it sought to come into intimate relation with finer qualities than those that grand opera strives, as a rule, to express. Now, in less than two decades, we find Massenet's score disappointing because, beyond purple patches of lyrical beauty, it seems a little bare. Yet for those who have never seen the opera its presentation at Covent Garden should appeal, if only on one or two occasions, for the mounting is superlatively fine, the ballet did credit to all concerned, and Mine. Edvina, if she did not realise all the possibilities of the name-part, acted extremely well. And apart from everything else, as has been said before, the Athanaël of M. Gilly is a masterpiece.

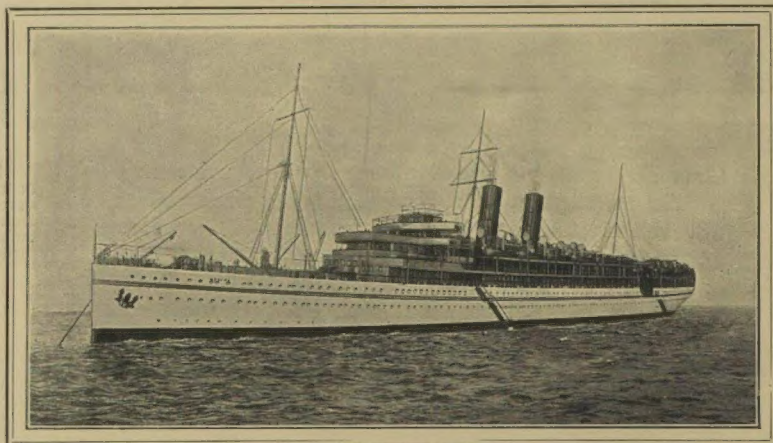
"Dulce Domum."

Bishop Moberly was distinguished both as a Head-Master and as a Churchman; but in "Dulce Domum" (John Murray) his daughter, Miss C. A. E. Moberly, tells us comparatively little about him as either. By failing to do so she will, no doubt, have disappointed some old and good Wykehamists, and she may even have deprived the Church of England of a valuable record. Yet it cannot be believed that a fuller, official, more conventional

biography of her father would have had the same wide appeal as the present volume. It would at any rate have had a different appeal. In "Dulce Domum" Bishop Moberly appears mainly among his family and friends. The group in which he is the central figure has for its other members John Keble, at Hursley, George Ridding, Moberly's son-in-law, and his successor at Winchester, Warden Barter, and Miss Charlotte Yonge, whose family lived at Otterbourne, close by—these among his friends—and his own domestic circle, which was large, and in which Mrs. Moberly shone conspicuously. The portraits of both husband and wife, constructed out of deftly pieced diaries and letters and recollections, have many romantic touches. There was variety in the Bishop's early life, and a variety even more picturesque in that of Mrs. Moberly, of which we receive the suggestion rather than an elaborated account in these pages. Again, the grace and saintliness of the nature and life of the author of "The Christian Year" are reflected in them. There are significant glimpses also of the author of the "Daisy Chain." Yet it is not to be gathered from what we have said that the Head-Master of



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Winchester College and the Bishop of Salisbury are not to some extent here displayed. But the book has a charm inasmuch as it is a domestic record pervaded by an atmosphere that is characteristically English.



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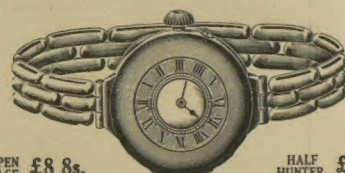
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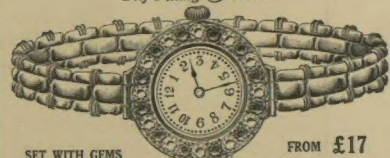
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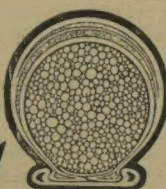
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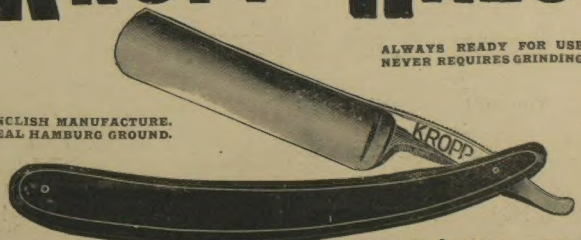
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WILLS AND BEQUESTS.

THE will (dated May 28, 1906) of LORD EDWARD SPENCER CHURCHILL, of 28, Grosvenor Street, and Queensmead, Windsor, who died on May 5, is proved by Lady Edward Spencer Churchill, the widow, the value of the estate being £49,928. The testator gives his large microscope by Ross and the lenses to the Royal Microscopical Society; his guns to his son Edward; £100 to his goddaughter, Hilda Agnes; annuities of £50 each to his butler and housekeeper; and the residue to his wife. Certain pictures, miniatures, and plate are to be treated as heirlooms.

The will (dated March 27, 1909) of MR. FREDERICK ROLANDI, of 34, Ridgmont Gardens, Gower Street, who died on May 27, is proved by Francis Charles Catton and Arthur Reginald Poulter, the value of the estate amounting to £221,867. The testator gives £30,000 to his daughter, Theresa Frederica Catton; £30,000 in trust for his daughter-in-law, Alice Ellen Rolandi, and her children; a few small legacies; and the residue equally to the Italian Hospital (Queen's Square), the French Hospital (Shaftesbury Avenue), the German Hospital (Dalston), the Middlesex Hospital, the Cancer Hospital, University College Hospital, the Asylum for the Deaf and Dumb Poor (Margate), and the South London Ophthalmic Hospital.

The will (dated March 3, 1909) of MR. EDWARD COLEMAN, of Crofton, Tooting Graveney, and Adelaide Lodge, Hove, veterinary surgeon, who died on June 9, has been proved, and the value of the property sworn at £123,618. The testator gives £500, all interest, dividends, and rent due at the time of his death, and the household effects to his wife; £1000 to Percy Henry Stewart; £2000 and an annuity of £70 to his sister Mary Mitchell; £500 each to his daughters Dorothy and Violet; the income from £3000 to his sister Sarah Ann Coleman; £1000 to the Victoria Veterinary Benevolent Fund; £500 each to Vincent Roberts, Ada Neal, Douglas Neal Mabey, Robert James Forster, James Laurence, Thomas Barker, James Cecil Moore, and Dorothy C. Moore; and other legacies. The residue is to be held in trust for Mrs. Coleman for life or widowhood, and then for his daughters.

The will of MR. ALFRED STEPHEN BROADWOOD, of The White House Farm, Winslow, Bucks, and 6A, Bickenhall Mansions, N.W., who died on May 31, is proved by William Alfred Broadwood, son, and James Kenrick Edward, the value of the property being £77,659. The testator gives £7500 in trust for his son, Hugh Henry; an annuity of £52 to Ann Fermer, formerly a nurse in his family; £100 to James K. Edward; and the residue to his son, William Alfred.

The will (dated July 8, 1910) of MR. ARTHUR WALTON GALLOWAY, of Fieldheld, Cochran Road,

Surbiton, who died on May 26, is proved by Charles Rought and Fred. Walthew, the value of the property being £73,259. He gives £12,000 and the household furniture to Charles Rought; £250 to Frederick Walthew; £100 each to his valet and housekeeper; and the residue between his niece, Gladys Maude Hutton Squire, and the children of his brother and sister, Captain Harold Bessemer Galloway and Helen Mabel Chippendale Higgin, per capita, the share of his niece not to be less than £10,000.

The following important wills have been proved—

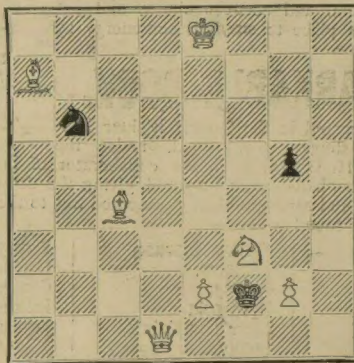
Mr. John Stubley, Uplands, Batley, and St. Mary's Hall, near King's Lynn £200,000
Mr. Charles Robert Collins, Hartwell House, Exeter £52,409
Mr. Henry Buckland, Beaumont Road, Wimbledon Park £46,448
Mr. Walter John Smith, Basingstoke £40,395
Mr. John Alexander Weir, 20, Manor Road, Folkestone £34,201
Mr. James Samble, Main Street, Steperhill, Derby £34,955

CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

PROBLEM No. 3597.—By J. R. MATTHEY.

BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3594.—By W. EVANS.

WHITE

1. P to Kt 5th

2. R to Q 5th (ch)

3. Kt mates

BLACK

K to B 4th

K moves

If Black play 1. R takes P (Kt 5th), 2. Kt to K 7th (ch), etc.

E FULLER (Kilburn).—There is evidently some mistake in the transcription of the game, and a move must have been left out. We are unable now to say precisely where the mistake happened.

PROFESSOR S W MYERS, Ph.D. (California).—In Cissar's prize problem, if Black play, as you propose—1. Kt to R 4th, or 1. R to Q B and—the reply is 1. Kt to B 5th, which you appear to have overlooked.

F A FRASER (Y.M.C.A., Portland, U.S.A.).—You have, unfortunately, been anticipated with your problem. If you refer to No. 17 of "Blumen-Thal's Schachminutoren," you will find practically the identical position; and that, in turn, is the final two moves of a three-mover in the same book attributed to J G Campbell.

S G McDERMOTT (Toronto).—Your solutions are correct, and duly acknowledged. What is the meaning of the accompanying diagram? Is it a problem of your own composition that you wish to be examined?

J E DALY (Bassett, Birr).—Your solution of Loyd's problem is wide of the mark. We cannot undertake to solve problems for correspondents, but will endeavour to make an exception in this case.

CORRECT SOLUTION OF PROBLEM No. 1497 received from J E Daly (Bassett); of No. 1498 from P F Staunton (Kolar Gold Fields, Southern India) and Roper S. Agar (Ceylon); of No. 1500 from R H Couper (Malbone, U.S.A.); of No. 1502 from R J Lonsdale (New Brighton, C Fieldington (Achol, Mass., U.S.A.)), and Walter D Davidge (Washington, U.S.A.); of No. 1503 from W Mackenzie Brown (Dalny), Jacob Verrall (Rothwell), J C Camara (Madeira), and R J Lonsdale; of No. 1504 from T Roberts (Hackney), W H (Westcliff-on-Sea), James F Magee (Rad Naubheim), C Darretto (Madrid), John Isaacson (Liverpool), Captain Challice (Great Yarmouth), J Thurnham (Tollington Park), W H Winter (Medstead), and T Wetherall (Manchester).

CORRECT SOLUTIONS OF PROBLEM No. 3505 received from W Best (Dorchester), J Green (Boulogne), J Cohn (Berlin), J Summers (Nottingham), W Wilson (Sheffield), W Winter, Sorrento, Hereward, A G Beadell (Winchelsea), J G P. Plesner (Kingswinford), Thomas Weatherall, E J Winter-Wood (Paignton), R. Worters (Canterbury), Rev. J Christie (Redditch), W T (Canterbury), Major Buckley (Instow), H S Brandreth (Weybridge), London McAdam (Storrington), G Stillingfleet Johnson (Seaford), J Fowler, and H R Thompson (Twickenham).

CHESS IN AMERICA.

Game played in the Championship Tournament of the Boston Chess Club between Messrs. WALTOTT and DALY.

(Petroff Defence.)

WHITE (Mr. W.) BLACK (Mr. D.)

1. P to K 4th P to K 4th

2. Kt to K B 3rd Kt to K B 3rd

3. P to Q 4th P takes P

4. P to K 5th Kt to K 5th

5. Q takes P

Although Steinitz, whose variation this is, holds that the test-move gives White little advantage, he adopted it himself on one occasion against Pillsbury, but without success.

6. P takes P (en pass) Kt takes P

7. B to Q 3rd

Kt to B 3rd and B to K Kt 5th have also been played, but neither is satisfactory.

8. Castles B to B 4th

9. Q takes B B takes B

10. Kt to B 3rd B takes K

11. Kt to Q 3rd Kt to Q 2nd

12. R to B 4th Q Kt to B 4th

13. Q to K 3rd Kt to K 3rd

14. K R to K 5th R to K 5th

15. Kt takes B (ch) Q takes Kt

16. Q R to Q 5th

B takes Kt would probably result in a draw. At any rate, it would have saved

White from the disastrous attack of the Knight later on.

16. Q to B 3rd K Kt to B 4th

17. R to K 3rd Q takes R

18. P to Q 3rd Q to Q 4th

19. P to Q R 3rd P to Q R 3rd

20. Q to K 5th R to Q 5th

21. Q takes Q Q takes Q

22. K to B 3rd P to K B 3rd

23. K to K 2nd K to B 2nd

24. P to B 4th R to Q 5th

25. R to Q 5th R to K 5th

A plain, straightforward move, the intention of which White not only overlooks, but in his reply blunders still deeper into the trap.

27. R to Q 5th Kt to B 4th (ch)

28. K to B 3rd R takes B

Leaving White utterly helpless. Black stuns the first position with great vigour.

29. P takes R Kt takes P (ch)

30. K to K 5th Q takes P (ch)

31. K to Q 2nd Kt takes K

32. K takes Kt Kt to K 6th (ch)

White resigns.

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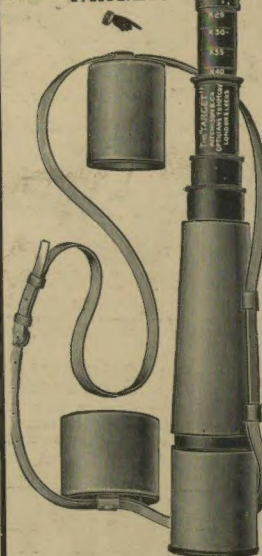
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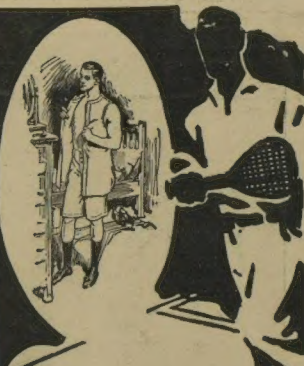
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